Deloitte.



Plot 9b First Street, Manchester

Heritage Statement

December 2024

Contents

1. Introduction 2
2. Site Context 4
3. Policy and Guidance 16
4. Scoping of Assets 22
5. Assessment of Significance 38
6. Assessment of Impact 54
7. Planning Policy Assessment 66
8. Summary and Conclusions 68
Appendix 1- Castlefield Conservation Area Map 69
Appendix 2- Whitworth Street Conservation Area Map 70

1. Introduction

1.1 This Heritage Statement has been prepared by Deloitte to an application for Full Planning Permission for a Purpose Built Student Accommodation (PBSA) (Sui Generis) development ('the Proposed Development'), submitted on behalf of Vita Meadows Ltd (the 'Applicant') to Manchester City Council (MCC).

1.2 The planning application relates to land within Plot 9B of the First Street Development Framework area of Manchester City Centre, as shown in Figure 1 (the 'Site').

1.3 The description of development is set out below:

"Erection of a purpose-built student accommodation (PBSA) building (Sui Generis), alongside ancillary amenity space, landscaping, secure cycle parking and other associated works; and use of Land east of River Street as a construction compound "

1.4 This report should be read in conjunction with the Design and Access Statement prepared by Tim Groom Architects and the Planning and Tall Building Statement prepared by Deloitte.

Report Structure

1.5 The National Planning Policy Framework (NPPF) (2024)) provides the Government's national planning policy on the conservation of the historic environment. In respect of the information required for applications, it states at paragraph 207 that:

"In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance".

1.6 In light of these requirements this Report is structured as follows:

- Section 2: Site context, including a Site history.
- Section 3: Legislative and policy context for this assessment.
- Section 4: Scoping of assets.
- Section 5: Assessment of significance.
- Section 6: Assessment of impact.
- Section 7: Policy assessment.
- Section 8: Summary and conclusion.

Research Methodology

1.7 The assessment has been carried out in accordance with the relevant statutory duties of The Planning (Listed buildings and Conservation Areas) Act 1990 ('Listed Buildings Act 1990') and the policies on conserving and enhancing the historic environment in Chapter 16 of the NPPF.

1.8 The baseline assessment has been undertaken using a combination of desk-based study and fieldwork to identify and assess the heritage significance of the potentially impacted heritage assets and to establish the impact, if any, on their significance. The following survey and data sources have been used:

- National Heritage List for England (Historic England (HE);
- Manchester University Library Records;
- Detailed visual site inspections carried out on 19 June 2024 and 23 July 2024;

- Historic Environment Record (HER); and
- Other published sources of information which are referenced where relevant.

1.9 The authors acknowledge the research and contribution of Salford Archaeology in their Archaeological Assessment for the Site, as part of a previous planning application for the same site (Plot 9 Written Scheme Of Investigation for an Archaeological Evaluation 2020).

Authorship

1.10 This report has been prepared by Deloitte LLP: a real estate consultancy comprising planning and surveyors as part of Deloitte LLP. Authors: Katie Wray (BA (Hons), MPLAN, MSc, MRTPI) - Director, Eithne Fitzgerald (MA (Hons), MSc, MRTPI) – Senior Planner; and Ragini Dutta (BArch, MPLAN, PGDip, MSC) – Assistant Planner.

2. Site Context

Site Description

2.1 The Site is located within the First Street Development Framework (FSDF) area. The Site is approximately 0.25 ha and was previously used for surface level car parking. The Site is bound to the west by Medlock Street and to the south-east by Hulme Street.

2.2 There are two Sites subject to this application (referred to collectively as 'The Sites'). This includes:

- **'The Proposed Development Site':** Extending to approximately 0.25 ha, the Proposed Development Site is bound to the north by Plot 9A of the First Street Development Framework (FSDF) area (currently being redeveloped into an office block of up to 9no. storeys (pursuant to Planning Permission Ref. 132600/FO/2021)); to the east by Plot 10A (which has planning permission for an office block of up to 13no. storeys (Ref. 136043/FO/2023)); to the south east by Hulme Street; and to the west by Medlock Street.
- **'The Construction Compound Site':** Extending to approximately 0.46 ha, the Construction Compound Site is bound to the north by the River Medlock; to the east by Cambridge Street; to the south by Macintosh Mills; and to the west by River Street. The site is currently used as a construction compound, in relation to the construction of Plot 10b First Street.

2.3 For the avoidance of doubt, this report assesses only the Proposed Development Site. The two elements of the Sites are shown in red in Figure 1 below (Proposed Development Site to the west and Construction Compound Site to the east):

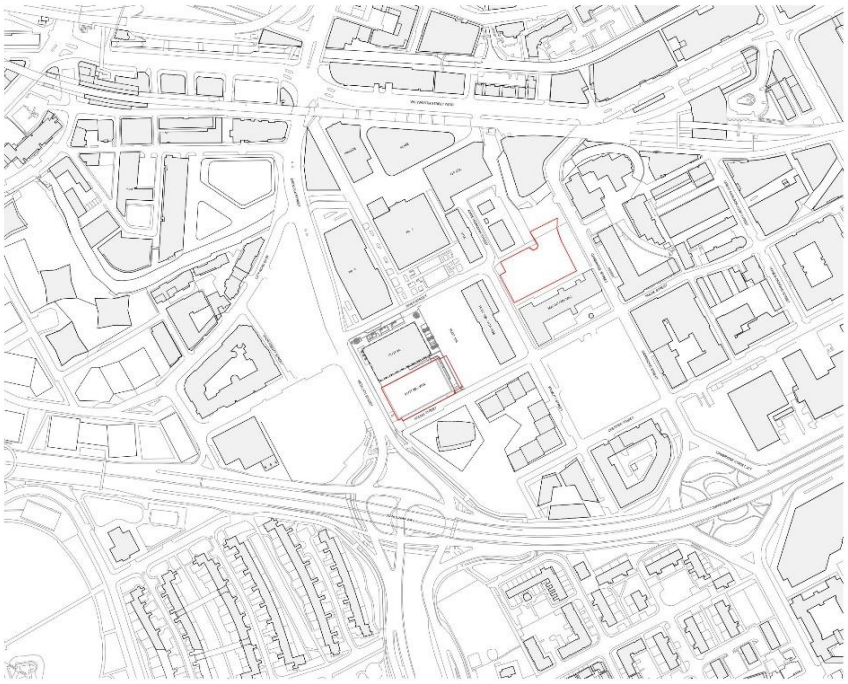


Figure 1- Proposed Development Site and Construction Compound Location (Source: Tim Groom Architects)

2.4 The Site is located within the Regional Centre and City Centre, within MCC administrative area.

2.5 The Site forms part of the FSDF area and has been one of MCC's key regeneration priorities for over twenty years. The regeneration initiative includes three distinct development areas of First Street: First

Street North (FSN), First Street Central (FSC) and First Street South (FSS) and a loosely defined Creative Ribbon linking Oxford Road to the east and Little Peter Street to the west. The Site forms Plot 9B, FSC.

2.6 Immediately north of the Site is Plot 9A, part of FSC of the First Street Masterplan. In 2022, Plot 9a received planning permission (Ref.18132600/FO/2021) for a nine storey 'net-zero' office building, which is now being brought forward by Ask. In June 2022, it was announced that the Government Property Agency (GPA) will occupy the Plot 9a building once complete. Further north is FSN which comprises 7 buildings and, is now complete. Centred around Tony Wilson Place, FSN is a cultural hub for the city including HOME (a contemporary art, film and theatre complex) alongside a wider mix of uses including PBSA, a multi-storey car park ('MSCP') and a range of carefully curated food and drink operators, as well as new public spaces.

2.7 To the east of the Site is Plot 10 in the FSC area, split into separate plots, Plot 10a and 10b. Plot 10a received planning permission (Ref. 136043/FO/2023) in 2023 for a highly sustainable office development (brought forward by ASK). Plot 10b subsequently received planning permission (Ref. 136170/FO/2023) for a 14 storey PBSA development comprising 576 bedspaces as well as a new 'food-hall' on the ground floor, helping to activate this part of the City Centre (brought forward by Vita). Construction on Plot 10b started in September 2023, and the development is due to accommodate its first student intake in the 2026/27 academic year. Further beyond to the east, there is a cluster of converted mills (Macintosh Mill, Chorlton Mill and Cambridge Mill), and a diverse mix of uses, including PBSA, retail, residential, and food and beverage units.

2.8 Immediately to the south of the Site is Plot 11 which is part of FSS). Plot 11 is currently being brought forward by Downing Living for a co-living development with Blocks A, B and D under construction (pursuant to Planning Permission Ref. 125573/FO/2019 (as amended)). There is a live application (Ref. 138831/FO/2023) for a PBSA in place of Block C, which is currently awaiting determination.

2.9 To the west of the Site is Medlock Street, beyond which is the former Premier Inn site as part of the Creative Ribbon area of the FSDF. In 2023 the former Premier Inn site received planning permission to be redeveloped into a mixed development comprising a 13 storey office building and a purpose built student accommodation building of up to 38 storeys, which will provide 1,014 bedspaces (pursuant to Planning Permission 135419/FO/2022).

Wider Area History[1]

2.10 The first major settlement of what is now Manchester city centre was by the Romans in AD 79, who established a fort at Castlefield. By the thirteenth century the Grelley family had established a manor house north of the Roman fort, and likely also a castle, which is recorded in 1184. The medieval town then grew up around the manor house, although northing earlier than the fifteenth century survives.

2.11 The parish church (made a cathedral in 1847) was made collegiate in 1421 and was almost completely rebuilt thereafter. The priest's college with its great hall (now Chetham's School and Library) was erected on the Site of the Grelley manor house and is the best and most intact example of its type in the country.

2.12 Manchester was described by the Royal Antiquary John Leland as "the fairest, best builded town" he had ever seen, following a visit to the north in 1538. By the end of the sixteenth century Manchester's population had more than quadrupled and was now being seen as a centre for the cloth trade. Manchester's specialism for cloth containing cotton was firmly established by the end of the seventeenth century as the centre of a network of south Lancashire towns that specialised in the production of cloth containing cotton.

[1] The principal sources for this section are:
Hartwell, Clare, Manchester Pevsner Architectural Guides, Yale University Press, London
Kidd, Alan, Manchester: A History, Carnegie Publishing Ltd, Lancaster
Makepeace, Chris, A Century of Manchester, Sutton Publishing Ltd, Stroud
Mason, Amanda, The Manchester Blitz, Imperial War Museum, http://www.iwm.org.uk/history/the-manchester-blitz. Accessed20 June 2024
Schofield, Jonathan, My Guide to Manchester, Manchester Books Ltd, Manchester

2.13 Manchester came under siege during the Civil War in 1642, which (along with a serious outbreak of the bubonic plague in 1645) caused trade to come to a standstill. However, recovery came quickly as merchants resumed their activities and inward migration renewed the population.

2.14 The establishment of the church of St Ann in 1709 and the laying out of St Ann's Square in 1720 to the south of the old town centre was the first major planned development outside the medieval town. The church, along with two greatly altered houses on King Street, are thought to be all that remains of this period of development.

2.15 Increase in trade was accompanied by better communications. The roads to Stockport, Oldham and Ashton-under-Lyne were all turnpikes by the early 1730s, and links to Liverpool and the west improved when the Irwell and Mersey navigation opened in 1736.

2.16 By the second half of the eighteenth-century Manchester had become a first rank provincial town. Trade was burgeoning, centred on the cotton industry, although production was mainly in domestic workshops.

2.17 Towards the end of the eighteenth century the town experienced rapid expansion facilitated by sales of large parcels of land in and around the centre in response to increasing demand and soaring land values. With the exception of the Ancoats area, where the predominant activity was the construction of industrial buildings, these land acquisitions related mainly to residential development.

2.18 By the end of eighteenth century as urban and industrial expansion gathered pace, the scene was set for Manchester to become the first industrial economy and society in the world. The precise reasons it befell to Manchester remain unclear. Long experience of textile production and trade, and the absence of restrictive practices associated with a corporation and craft guilds played a part.

2.19 It has also been suggested that the humidity of the climate, which made the cotton easier to manipulate was also a contributory factor. The regional specialisation in producing cotton-using cloths and the high level of expertise in the material developed over the last 150 years is perhaps the most important factor.

2.20 The first cotton mill was built for Richard Arkwright on Miller Street in 1780-3, and the first to be powered by a rotary steam engine was erected for Peter Drinkwater on Auburn Street in 1789. The boom followed with the number of cotton-spinning firms doubling from 51 in 1799 to 111 in 1802.

2.21 The rapid pace of industrial development was facilitated greatly by the introduction of canals, which provided the first efficient means of transporting bulk loads of goods. The country's first canal (1759-65), built by the Third Duke of Bridgewater with its terminus at Castlefield, and significantly assisted the growth of trade.

2.22 The Bury-Bolton, Manchester-Ashton-Oldham and Manchester-Rochdale canals followed between 1790 and 1806. The Ashton Canal was proposed in 1791, and was intended to provide link between Manchester and the collieries in the Ashton and Oldham area. The canal had been completed between Manchester and Ashton by early 1797, which included the construction of an impressive aqueduct over Store Street, although the terminus basin at Piccadilly had yet to be finished.

2.23 The Rochdale Canal, the first of the trans-Pennine waterways, was completed in 1804, and a short cross-city section linked it to the Bridgewater Canal at Castlefield.

2.24 The canals turned Manchester into an inland port, with wharves and quays alive with horse-wagons and narrow boats around the Ashton canal basin and Castlefield to the north-west of the Site.

2.25 By 1821 there were three navigable routes from Liverpool to Manchester: the Mersey and Irwell Navigation of 1736, the Bridgewater Canal, and the Leeds and Liverpool Canal (the branch linking it to the Bridgewater at Leigh was completed in 1821).

2.26 Railways soon followed, bringing with them another world first: the construction of the world's first passenger railway terminus, the Liverpool and Manchester. The original station and warehouse of 1830 still survive on Liverpool Street, preserved as part of the Manchester Museum of Science and Industry.

2.27 Store Street Station (later London Road, now Piccadilly) opened in 1842. The construction of new railway lines, stations, goods warehouses and depots led to further redevelopment in central Manchester as acres of land were cleared to accommodate the infrastructure required by the railways.

2.28 The rapid experimentation and development of technology led to the city becoming a world centre of engineering by the end of the nineteenth century, notably in fireproof construction and iron framing, examples of which can be found along Cambridge Street.

2.29 The pace of industrial development was mirrored in the proliferation of densely-packed housing, which rapidly covered the open spaces between the mills and workshops in central Manchester. Unprecedented levels of poverty, deprivation and squalor accompanied this rapid growth, with infamous slums developing in Angel Meadow, Lower Deansgate, Ancoats and Shudehill.

2.30 By the Victorian era the city was an urban and industrial colossus, with thriving industries such as iron-founding, engineering, bleaching and dying, as well as cotton spinning. In 1844, Benjamin Disraeli called Manchester “the most wonderful city of modern times”.

2.31 Commerce and trade, however, were already more important than manufacturing; the Exchange, which was extended in 1847, had to be rebuilt in 1869-74. Nevertheless, the system of local government lagged behind and it wasn’t until 1838 that a municipal corporation was secured, which provided for the creation of new boroughs with elected councils. The manorial rights were bought by the Corporation in 1848, and a decade later Manchester became administratively a city.

2.32 The Manchester Ship Canal opened in 1894 and made Manchester a post of international stature, helping to diversify the economic base of the region. Importantly, it cushioned the city from the worst effects of the interwar recession.

2.33 The suburbs greatly expanded during the inter-war years, with more than 27,000 council houses erected between 1924 and 1938, but council rents were still out of reach of the poorest. Housing conditions were still appalling in the older inner suburbs of Ancoats, Angel Meadow, Chorlton-on-Medlock, and in the Hulme area immediately to the south of the Site.

2.34 Throughout the 1920s and 1930s a limited programme of slum clearance was undertaken, with the intention of eradicating some of the very poorest housing in the inner city area. Progress was slow because of national government limits on Local Corporation spending, and because of the time needed to acquire the land upon which to build the new council estates planned for Wythenshawe to the south of the city, and other outlying areas.

2.35 On 1 September 1939, Germany invaded Poland, and World War II began. Like other large industrial cities in Britain, Manchester suffered aerial bombardment during the conflict.

2.36 Manchester was hit by two nights of air raids in December 1940. These are often referred to as the 'Christmas Blitz'. As a result of these raids, an estimated 684 people died and more than 2,000 were injured.

2.37 The end of World War II bought a period of decline in manufacturing and the city’s economic status. The cotton industry had collapsed by the 1950s and the most dramatic period of industrial decline began in the later 1960s.

2.38 Housing remained a problem and the City responded with high rise and deck access solutions in the 1960s and 70s, which, along with widespread unemployment, exacerbated social problems.

2.39 The later part of the twentieth century in Manchester is notable for the beginning of regeneration, with exemplary conservation schemes and effective re-use of historic buildings, including the opening of the G-Mex Exhibition Centre in 1986 in the old Central Station, and renewal of the Castlefield area from the 1980s.

2.40 The expansion of the residential sector has been a key feature of the urban renewal programme during the last twenty years, with recent development dominated by new build residential flats on the edge of the city, alongside conversions of historic buildings.

Local Area and Site History

2.41 As with much of Manchester before the industrial revolution, the Site (which lies on the southern edge of the city centre) was largely undeveloped (as seen in Figure 2).

2.42 The construction of the Bridgewater Canal in 1761, terminating in Castlefield, contributed to the area's status as the hub of the region's transport network, and provided an impetus for development[2].

2.43 Development was a mixture of industrial and residential, with rows of workers' housing dominating. These rows of workers houses were located between closely packed steam-powered mills, warehouses and other commercial premises. During the first half of the 19th Century the area's population increased considerably and these tightly packed houses resulted in poor living conditions[3].

2.44 James Pigot's map of 1819 (Figure 2) features the Bridgewater and Rochdale Canal, and the River Medlock. The area surrounding the Site (including the Site) remains largely undeveloped. Chorlton Old Mill had been built in 1795 on Cambridge Street and Chorlton New Mill in 1814, which were part of the Birley family's growing industrial portfolio. Hugh Hornby Birley was a prominent member of the group of wealthy industrialists who dominated Manchester life and politics. Chatham Mill can also be seen being built at this time.



Figure 2- Excerpt from James Pigot map (1819) showing the Bridgewater and Rochdale Canals, and the River Medlock. Chorlton Old Mill has been built on Cambridge Street which was part of the Birley family's growing

[2] The Bridgewater Canal, Manchester History, available at Bridgewater Canal, accessed on 20 June 2024
[3] Uncovering Manchester's Industrial Past (Part 4) – Workers' Housing, Archaeological Research Services Ltd, available at Uncovering Manchester's Industrial Past (Part 4) - Workers' Housing - Archaeological Research Services Ltd, accessed on 20 June 2024

industrial portfolio. The approximate Site area (denoted by red line) remains undeveloped. (Source: University of Manchester Maps Collection [4])

2.45 Around the same time, the area became known formally as Hulme through a Police Act obtained in 1824. Hulme was included within the municipal borough of Manchester in 1838 by the first charter.

2.46 The area map of 1836 (Figure 3) demonstrates the growing industrialisation of the area, notably along Cambridge Street to the east of the Site. The cotton mills started expanding reflecting their economic success. Many of the factories were part of the Birley Family's portfolio who had begun to invest in the rubber industry, indicating that businesses in the area were becoming profitable and starting to diversify as well. A number of light industrial warehouses known collectively as Knott Mill are to the northwest of the Site. Workers' housing laid out in a grid iron plan was constructed nearby to support the factories.

2.47 As can be seen in Figure 3, by 1836 the Site was partially occupied by terraced worker housing to serve the surrounding industries, as were its surrounding plots. The new George Street had developed to the south of the Site.



Figure 3- Excerpt from James Pigot map (1836) showing Site and surrounds. The surrounding area is becoming increasingly developed. Further industry has developed along Cambridge Street and worker houses have been constructed in the area to support these factories. Site denoted by red line. (Source: University of Manchester Maps Collection[5]).

[4] Manchester, James Pigot , 1819, available from - Maps Collection (manchester.ac.uk), accessed 25 June 2024
[5] Manchester, James Pigot , 1836, available from - Maps Collection (manchester.ac.uk), accessed 25 June 2024



Figure 4- Excerpt from Lancashire Sheet CIV Surveyed 1845 showing Site and surrounds with approximate area of the Site indicated by red line. The area has been heavily developed as part of the growing industrialisation of Manchester. Development includes the expansion of factories along Cambridge Street and further workers houses within Hulme. Site denoted by red line (Source: National Library of Scotland[6]).

2.48 By 1845 (Figure 4) the area was heavily developed as a result of the continued industrialisation of Manchester. There were a number of new factories such as the Medlock Street Glass Works and mills in the Cambridge Street and Chester Street areas and existing factories had been extended. St Wilfrid's Church had been completed in order to serve the Roman Catholic population in the area which were predominantly Irish migrants who came to Manchester in search of work. There was an increase in terraced worker housing in the area, organised in a dense urban grain between Temple Street and Great Jackson Street, with a mix of north-south and east-west oriented blocks. The area, which was to the east of the Site, had become known as 'Little Ireland' (bound by Rochdale Canal and the River Medlock) In 1844 it was recognised that the back-to-back houses led to dire living conditions and new laws were passed to prohibit the construction of further back-to-back housing. However, most of the existing back-to-back houses were not demolished until the 20th Century.

2.49 By 1845 Site was also now fully occupied by terraced worker housing in a grid iron pattern, creating narrow streets on the Site, aligned north-west to south-east. Being close to the river Medlock, the area to the north of the Site beyond River Street had started to be occupied by factories including gas works.

[6] Manchester and Salford (1:10560), Ordnance Survey, 1845, available from - https://maps.nls.uk/view/102344087, accessed 25 June 2024



Figure 5- Ordnance Map 1891 showing Site and surrounds. Site denoted in red line. (Source: Maps collection of the University of Manchester online[7])

2.50 Figure 5 shows Easton Street and Davies Street ran through the Site by 1891 with back-to-back houses and included an area called 'Poland Place'. The River Medlock had been culverted to the north and east of the Site. Gaythorn Gas Works occupied the area to the north of the Site close to River Medlock to supply conventional gas throughout the Chorlton-upon-Medlock area, which is now Number One First Street. Little Ireland had been vacated and redeveloped into more factories. Some mills were converted into underclothing factories, suggesting cloth production businesses were also making inroads into the area. Charles Macintosh and Company took over Birley Mill along Cambridge Street to produce rubberised waterproofs, then called Cambridge Street India Rubber Works. Public schools and schools associated with chapels were built in close proximity to the Site to cater to the working population. These include Infants School associated to the Presbyterian Church to the west, girls and boys school associated with St Stephen's Church to the east, boys and girls public school along Lloyd Street and St Wilfrid's RC school associated with St Wilfrid's Chapel.

[7] Manchester and Salford (1:10560), Ordnance Survey, 1891, available from - Maps Collection (manchester.ac.uk), accessed 25 June 2024

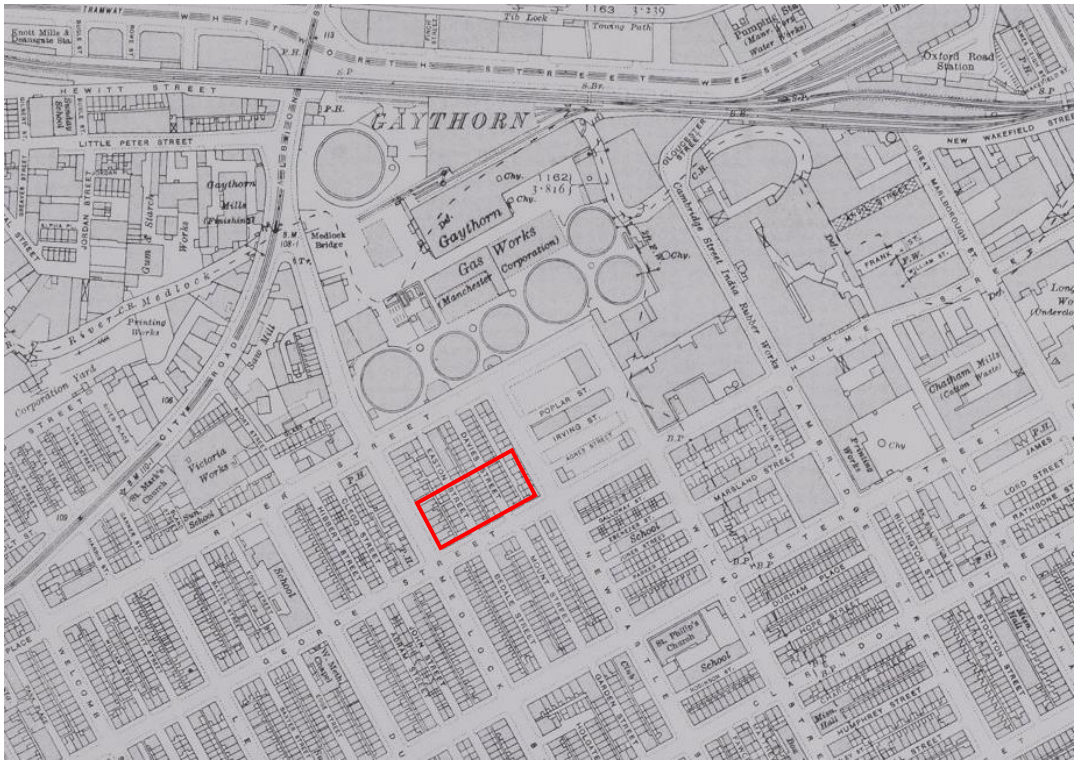


Figure 6- Ordnance Survey Map 1922 showing Site and surrounds. Site denoted in red line (Source: University of Manchester Maps Collection[8] .

2.51 By 1922, as can be seen in Figure 6, as the gas works and rubber works expanded, the housing blocks adjacent to the Site were demolished and started being developed into an extension of the Dunlop Mill. Schools along Jones Street, Edge Street, Newcastle Street and school associated with St Philip's church were also built close to the Site. A public bath along Nelson Street was also built at this time. This shows the gradual development of social infrastructure in the Site surroundings to improve standard of living of residents in the area.

[8] Ordnance Survey 1:2500 county series. Lancashire, Sheet CIV.1. 1922, available from - Maps Collection (manchester.ac.uk), accessed on 25 June 2024)

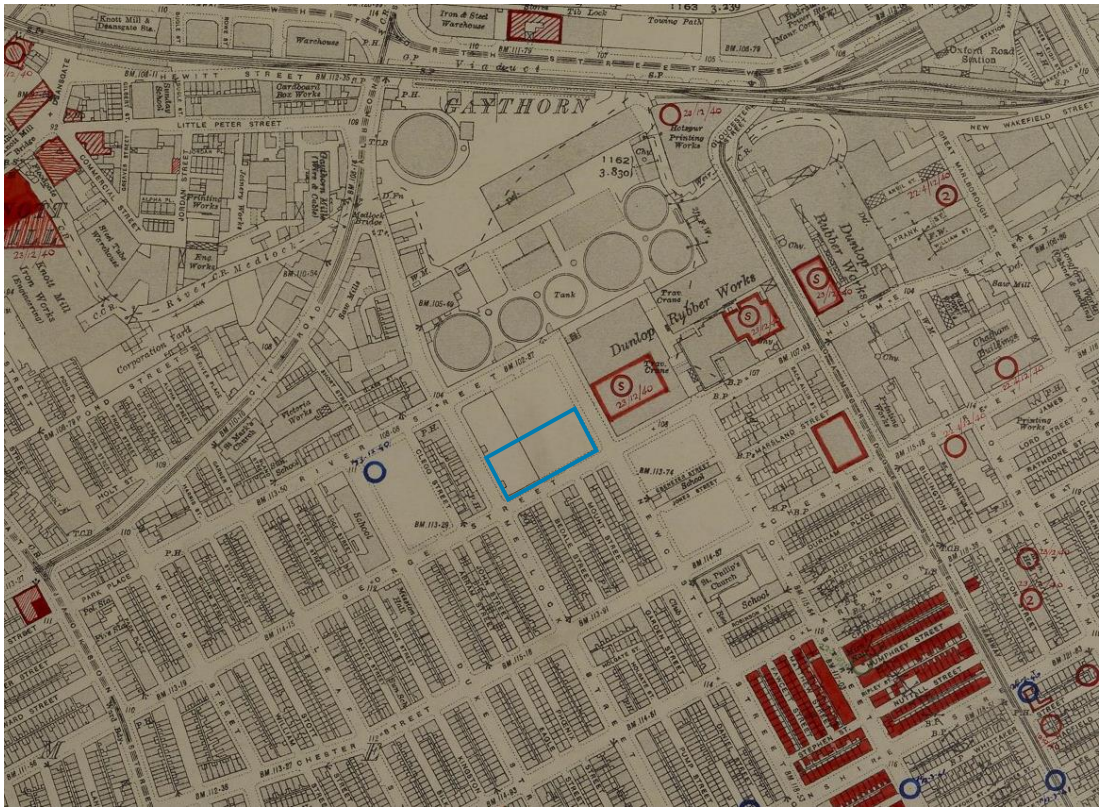


Figure 7- Manchester City Council Architect's Department (Building Surveyors Division) (1940-1941) Record of location of aerial bombs on the City of Manchester. Site denoted in blue line. Source: Maps collection of the University of Manchester online[9] The map is annotated as follows indicating bomb damage by the Luftwaffe during the Blitz: red circles indicate location of fire bombs; blue circles indicate high explosives; hatched shading indicates damaged buildings; solid red shading indicates fully demolished buildings.

2.52 Manchester was still an important industrial centre and port by the mid-twentieth century; and after the city centre, the Hulme area received the worst of the raids during World War II, with bombs that were intended for Salford docks, Trafford Park and the city centre often going astray. Figure 7 shows the extent of bomb damage to the immediate area surrounding the Site during the 'Christmas Blitz' of December 1940. While the Site was not impacted, the block to the east was hit by the bombs, along with many cotton mills, rubber factories and rows of terrace housing in the Chorlton upon Medlock area.

2.53 The map also shows that prior to the bombing in 1940, the terraced worker housing on the Site had been subject to significant clearing and was being redeveloped, possibly in preparation an extension to the nearby rubber works. The plot to the east of the Site had already become part of Dunlop Rubber Works, having acquired Cambridge Street India Rubber Works in 1925. It shows industrial and light industrial businesses continued to thrive in the area in to the twentieth century.

2.54 Following the Second World War, the Manchester Corporation published the City of Manchester Plan 1945, which aimed to regenerate the city centre with proposals for wide scale redevelopment, following the model of a modern, planned city favouring the car over the pedestrian. Under these proposals, the Site would potentially have had low rise housing, but this was not brought forward.

2.55 In the 1960s, there were large scale slum clearances throughout Hulme. Most of the Victorian dwellings and terraced houses in the area were demolished and were replaced by prefabricated mid-rise deck access flats. These dwellings proved to be unpopular and were soon demolished in the early 1990s, making way for a number of private and social housing developments.

[9] Manchester Bomb map, 1940, available from - Maps Collection (manchester.ac.uk), accessed 25 June 2024

2.56 The 1960s (Figure 8) also saw the construction of the Mancunian Way (A57), officially opened on May 5, 1967. This was the first elevated motorway built in the UK outside London and dramatically changed the Site's surroundings. The roundabout close to the Site was intended to create a miniature park in the area.

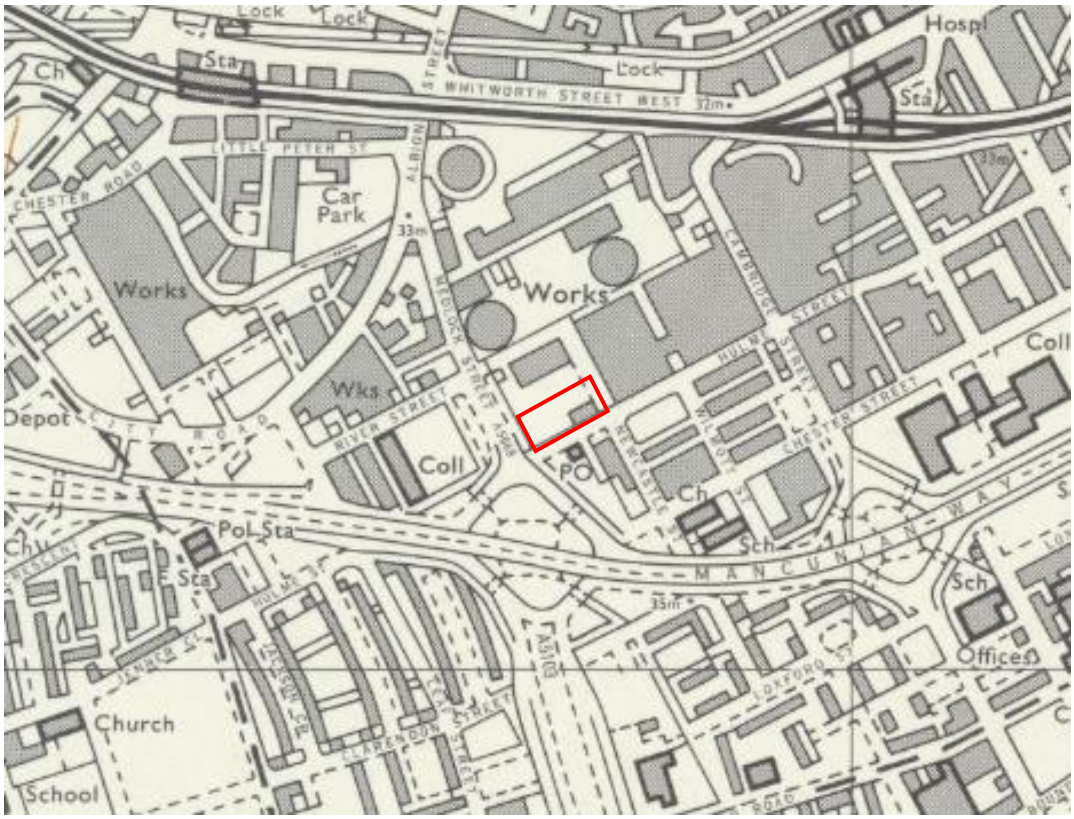


Figure 8- Excerpt from Ordnance Survey Map, National grid series, surveyed between 1949-1972 (SJ89NW – A). The Site has been marked in red (Source: National Library of Scotland[10])

2.57 The areas that were previously occupied by light industrial works are now vacant or have subsequently been redeveloped or refurbished in a wave of regeneration since the 1990s. For example, the recently developed Deansgate Square, to the north-west of the Site, comprising 1,508 new residential units. Knott Mill is now a predominantly commercial area. Residential uses occupy the area immediately north of the Site such as City South and the Lumiere Building.

[10] Manchester, 1972, Ordnance Survey, available from https://maps.nls.uk/view/189189633, accessed 25 June 2024



Figure 9- Current map of Site, 2024. Site denoted by red line. (Open Street Map)

2.58 Figure 9 shows the Site in its current context. It demonstrates the relationship it has with Mancunian Way to the south, and close proximity to Oxford Road mainline train station. It also shows the surrounding built up nature of the area, the completed First Street North area, and the under construction surrounding sites of First Street Central and First Street South of the FSDF.

Heritage assets in immediate context

2.59 As seen above, the Site is in close proximity to an interesting early cluster of Grade II listed cotton mills, with the area being developed as an industrial suburb of Manchester from the 1790s. These include Cambridge Mill, Dunlop Mill, Chatham Mill, Chorlton Old Mill and Chorlton New Mill, with the Chorlton Mills being the most important mills in the area.

2.60 There are a total of 34 no. designated and non-designated heritage assets including the above mills that have been identified within 500m of the Site. These include 32 no. listed buildings and 2 conservation areas. They have been explored in further detail in Chapter 4.

3. Policy and Guidance

The Planning (Listed Building and Conservation Areas) Act 1990

3.1 As the Site is situated within 450m of a Conservation Area, Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 ('Listed Buildings Act') requires MCC, to pay special attention to the desirability of preserving or enhancing the character or appearance of that area.

3.2 This report assesses heritage assets within a 500m radius of the scheme, this distance chosen due to the large scale of the proposals.

3.3 There are thirty-five listed buildings within 500m radius of the Proposed Development as set out in Section 4 of this report. Section 66 of the Listed Buildings Act requires MCC to 'have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses' when considering whether to grant planning permission.

National Policy

National Planning Policy Framework (NPPF) (2024)

3.4 The National Planning Policy Framework (NPPF) is a material consideration in the determination of planning applications and articulates the priorities of The Plan for Growth within planning policy. The NPPF introduces a 'presumption' in favour of sustainable development and supports proposals that are in accordance with policies in an up-to-date Development Plan. Sustainable development is about positive growth which supports economic, environmental and social progress for existing and future generations. The NPPF was published in 2012, updated in June 2021, and last updated in December 2024.

3.5 Section 6 (paragraphs 85 to 89) is titled 'Building a strong, competitive economy'. It emphasises the Government's commitment to support economic growth, including that the planning system should help create conditions in which businesses can thrive.

3.6 Section 12 (paragraphs 131 to 141) is titled 'Achieving well-designed places'. It states that the planning process in fundamental to creating high-quality buildings and places. Good design is key to sustainable development and contributes to creating better places in which to live and work. It outlines that developments should aim to:

- Function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Be visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
- Be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).
- Establish or maintain a strong sense of place, using arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.
- Optimise the potential of the Site, create and sustain an appropriate mix of uses and support local facilities and transport networks; and
- Create safe, inclusive and accessible environments which promote health and wellbeing, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

3.7 Section 16 (paragraphs 202 to 221) is titled 'Conserving and enhancing the historic environment'. Heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance. When determining a planning application, the local planning authority should take account

of the desirability of sustaining and enhance the significance of heritage assets and consider if a new development makes a positive contribution to the local character and distinctiveness.

3.8 A heritage asset is defined in the Glossary as a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing). A designated heritage asset is defined in the Glossary as a World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

3.9 Paragraph 207 states that when submitting a planning application, an application should describe the significance of any heritage asset affected, including any contribution made by their setting. It goes on to state that the level of detail should be proportionate to the asset's importance and no more than is sufficient to understand the potential impact of the proposal on the asset's significance.

3.10 The NPPF defines significance as "the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting" (NPPF, Annex 2).

3.11 Paragraph 210 states that in determining planning applications, local authorities are required to take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and,
- the desirability of new development making a positive contribution to local character and distinctiveness.

3.12 The NPPF stresses that 'great weight' should be given to the conservation of designated heritage assets (NPPF paragraph 205), emphasising the need to avoid substantial harm, in terms of demolition, alteration or the compromise of an asset's setting.

3.13 The NPPF requires any harm or loss to have clear and convincing justification. With substantial harm to or loss of a grade II listed building to be exception and any substantial harm to Grade I or II* listed buildings to be wholly exceptional. Less than substantial harm to any designated heritage assets must be weighed against the public benefits of the proposal, including securing the asset's optimum viable use. The fundamental objective is to ensure that the balance of the impact on the heritage assets is demonstrably beneficial, minimising any negative impact on their significance.

3.14 The NPPF defines setting of a heritage asset as:

"The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral."

3.15 Paragraph 216 also requires the effect on the significance of a non-designated heritage asset to be considered during determination, with a balanced judgement required having regard to the scale of any harm or loss of the significance of the asset.

3.16 With regards to Conservation Areas and sites within the setting of heritage assets, the NPPF directs local authorities to look for opportunities for new development which enhance or better reveal their significance. Paragraph 212 states that "proposals that preserve those elements of the setting that make a positive contribution to (or better reveal the significance) of the asset should be treated favourably".

Planning Policy Guidance

3.17 Planning Practice Guidance (PPG) was introduced in March 2014 as a live web-based resource to support the NPPF. It brings together planning practice guidance for England in an accessible and usable way.

3.18 The Historic Environment PPG, updated in July 2019, recognises that the conservation of heritage assets in a manner appropriate to their significance is a core planning principle, requiring a flexible and thoughtful approach to get the best out of assets. PPG acknowledges that substantial harm is a high test, and that it is the degree of harm to the significance of an asset, rather than the scale of the development, which is to be assessed.

3.19 The 'Historic Environment' PPG details what is meant by the term 'Public Benefits', and gives examples of heritage benefits as:

- sustaining or enhancing the significance of a heritage asset and the contribution of its setting
- reducing or removing risks to a heritage asset
- securing the optimum viable use of a heritage asset in support of its long-term conservation
- Historic Environment Good Practice Advice in Planning, Note 3 – The Setting of Heritage Assets (2nd Edition) (2017) ('GPA3')

3.20 GPA3 sets out guidance, against the background of the NPPF and the related guidance given in the Planning Practice Guide (PPG), on managing change within the settings of heritage assets, including archaeological remains and historic buildings, Sites, areas, and landscapes.

3.21 It gives general advice on understanding setting, and how it may contribute to the significance of heritage assets and allow that significance to be appreciated, as well as advice on how views contribute to setting. The suggested staged approach to taking decisions on setting can also be used to assess the contribution of views to the significance of heritage assets.

3.22 GPA3 recommends the following broad approach to assessment, undertaken as a series of steps that apply proportionately to the complexity of the case, from straightforward to complex:

- Step 1: Identify which heritage assets and their settings are affected.
- Step 2: Assess the degree to which these settings make a contribution to the significance of the heritage asset(s) or allow significance to be appreciated.
- Step 3: Assess the effects of the Proposed Development, whether beneficial or harmful, on that significance or on the ability to appreciate it.
- Step 4: Explore ways to maximise enhancement and avoid or minimise harm.
- Step 5: Make and document the decision and monitor outcomes.

3.23 GPA3 confirms at paragraph 9 that setting itself is not a heritage asset, nor a heritage designation; rather, its importance lies in what it contributes to the significance of the relevant heritage asset itself.

3.24 Importantly, GPA3 highlights when views contribute the most to the significance of a place:

- those where the composition within the view was a fundamental aspect of the design or function of the heritage asset.
- those where town- or village-scape reveals views with unplanned or unintended beauty.
- those with historical associations, including viewing points and the topography of battlefields.
- those with cultural associations, including landscapes known historically for their picturesque and landscape beauty, those which became subjects for paintings of the English landscape tradition, and those views which have otherwise become historically cherished and protected.
- those where relationships between the asset and other heritage assets or natural features or phenomena such as solar or lunar events are particularly relevant.

3.25 Of relevance to this proposal is the following commentary from GPA3:

- Cumulative change – Where the significance of a heritage asset has been compromised in the past by unsympathetic development affecting its setting, to accord with NPPF policies, consideration

still needs to be given to whether additional change will further detract from, or can enhance, the significance of the asset.

- Change over time – Settings of heritage assets change over time. Understanding this history of change will help to determine how further development within the asset's setting is likely to affect the contribution made by the setting to the significance of the heritage asset.
- Setting and urban design – The numbers and proximity of heritage assets in urban areas mean that the protection and enhancement of setting is intimately linked to townscape and urban design considerations, including the degree of conscious design or fortuitous beauty and the consequent visual harmony or congruity of development, and often relate to townscape attributes such as lighting, trees and verges, or the treatments of boundaries or street surfaces.

Historic England Statements of Heritage Significance: Analysing Significance in Heritage Assets (2019)

3.26 This Historic England advice note covers the NPPF requirement for applicants, where relevant, to describe heritage significance to help local planning authorities to make decisions on the impact of proposals for change to heritage assets.

3.27 The guidance suggests a staged approach to decision making in regard to heritage assets would usually embrace the following stages, informed by the scope of the proposal:

1. Understand the form, materials and history of the affected heritage asset(s), and/or the nature and extent of archaeological deposits.
2. Understand the significance of the asset(s).

3.28 These two stages fulfil the requirement in paragraph 189 of the NPPF and are undertaken by the applicant:

1. Understand the impact of the proposal on that significance.
2. This stage fulfils the requirement in paragraph 190 of the NPPF and is undertaken by the LPA. However, the applicant needs to be aware of impacts so that the analysis of significance submitted to the LPA, under paragraph 189, is sufficient in its level of detail.
3. Avoid, minimise and mitigate negative impact, in a way that meets the objectives of the NPPF.
4. Look for opportunities to better reveal or enhance significance.

Historic England Advice Note 1: Conservation Area Designation, Appraisal and Management (2019)

3.29 This Advice Note sets out ways to managed change in a way that conserves and enhances historic areas through conservation area designation, appraisal and management.

3.30 Of particular relevance to this Heritage Assessment is the guidance provided on appraisal and assessing the special interest. In this regard, the guidance recommends analysing and understanding the following:

- Planning policy context
- General character, location and uses
- Historic interest
- Architectural interest and built form
- Locally important buildings
- Spatial analysis
- Streets and open space, parks and gardens and trees
- Setting and views
- Character areas and zones

- An audit of heritage assets
- Assessment of conditions

Local Policy

3.31 The Manchester Local Plan comprises Places for Everyone Joint Development Plan (2024), the Core Strategy (2012) and Saved UDP Policies from the Manchester Unitary Development Plan 1995. Decisions on planning applications must be made in line with the development plan, unless there are clear material considerations which dictate why this should not be the case.

Places for Everyone

3.32 Places for Everyone Joint Development Plan Document (PfE) is a long-term plan of nine Greater Manchester districts (Stockport opted out of the Plan in 2020) for new homes, jobs and sustainable growth, covering the period from 2022 to 2039. The regional planning policy document was adopted on 21 March 2024.

3.33 The relevant policies are listed below:

- Policy JP-P2: Heritage notes that the combined authority will proactively manage and work with partners to positively conserve, sustain and enhance the region's historic environment and heritage assets and their settings. The policy focuses on informing the management and integration of heritage by:
  - Embedding the role of heritage in placemaking;
  - Ensuring that heritage significance of site is considered in accordance with national planning policy in the planning and designing process;
  - Integrating the conservation and enhancement of heritage assets and their settings;
  - Delivering positive benefits that sustain and enhance the historic environment, and contribute to economic viability, accessibility and environmental quality of place; and
  - Exploring opportunities to reduce greenhouse gas emissions that restoration of historic buildings offer.

Core Strategy

3.34 The Manchester Core Strategy (2012) is the key planning document in Manchester and outlines the Council's vision for Manchester in the future along with planning policies which will be used to deliver that vision.

3.35 The key policy from a heritage perspective is Policy EN3 - Heritage:

Policy EN3 Heritage - Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods.

3.36 This policy has been partially superseded by Policy JP-P2: Heritage of Places for Everyone.

Unitary Development Policies (remaining)

3.37 In June and July 2012 a number of policies contained within the UDP expired, therefore only those that were 'saved' have been referred to in this section.

3.38 Policy DC18.1 Conservation Areas states that the Council will preserve and enhance the character of designated conservation areas by considering the following:

- the relationship of new structures to neighbouring buildings and spaces;
- the effect of major changes to the appearance of existing buildings;
- the desirability of retaining existing features, such as boundary walls, gardens, trees, (including street trees);

- the effect of signs and advertisements;
- any further guidance on specific areas which has been approved by the Council.

3.39 Policy DC19.1 Listed Buildings outlines that where development affects the setting of a Listed Building the City Council will consider siting, scale and the quality of the design when assessing proposals.

4. Scoping of Assets

Introduction

4.1 As directed by legislation and policy, consideration must be given to the desirability of preserving or enhancing the character or appearance of a Conservation Area; to the preservation of the setting of a listed building; to the contribution setting has to the significance of that listed building; and to the balance of negative impact from a development on that significance against any public benefits the development may bring.

4.2 Having established that the Site does not have any direct heritage designations the next step in this exercise is to identify the heritage assets whose setting, and therefore significance may be impacted.

4.3 The second step is to identify the setting of the heritage assets and understand whether there is any potential for this to be impacted. Where there is absolutely no potential for impact (usually because the asset along with its setting, and the Proposed Development, cannot be viewed or understood at the same time), assets can be discounted from further assessment.

4.4 The next step is to undertake more detailed analysis of the significance of the identified included assets, specifically the contribution setting makes to that significance. This is done in Section 5 of this report.

4.5 The final step is to assess the impact the development has on the setting and ultimately the significance of the asset, as carried out in Section 6 of this report.

Scoping

4.6 This section of the report identifies the heritage assets that may be impacted by the proposals, taking into account factors regarding character and inter-visibility with the Site.

4.7 A desk-based study was undertaken in June 2024 to assist in delineating the area of analysis; identifying which heritage assets would be included for further assessment; and assessing the potential impact on the identified heritage assets.

Area of Analysis

4.8 An indicative area of analysis has been selected, comprising a 500m radius around the Site, to assist in identifying the potential impact of the development on heritage assets. A 500m boundary has been identified as the Proposed Development is a large scale development, at 33 storeys and in close proximity to many heritage assets.

4.9 There are 34 no. designated heritage assets within this area of analysis: 2 Grade II* listed buildings, 30 Grade II listed buildings, and the Castlefield and Whitworth Street Conservation Areas. These designated assets have been identified below. There are also and 27 no. non-designated assets within this area of analysis, of which all are below-ground and have therefore been discounted from this report, which examines built heritage only.

4.10 The designated heritage assets identified are shown in Figure 10.

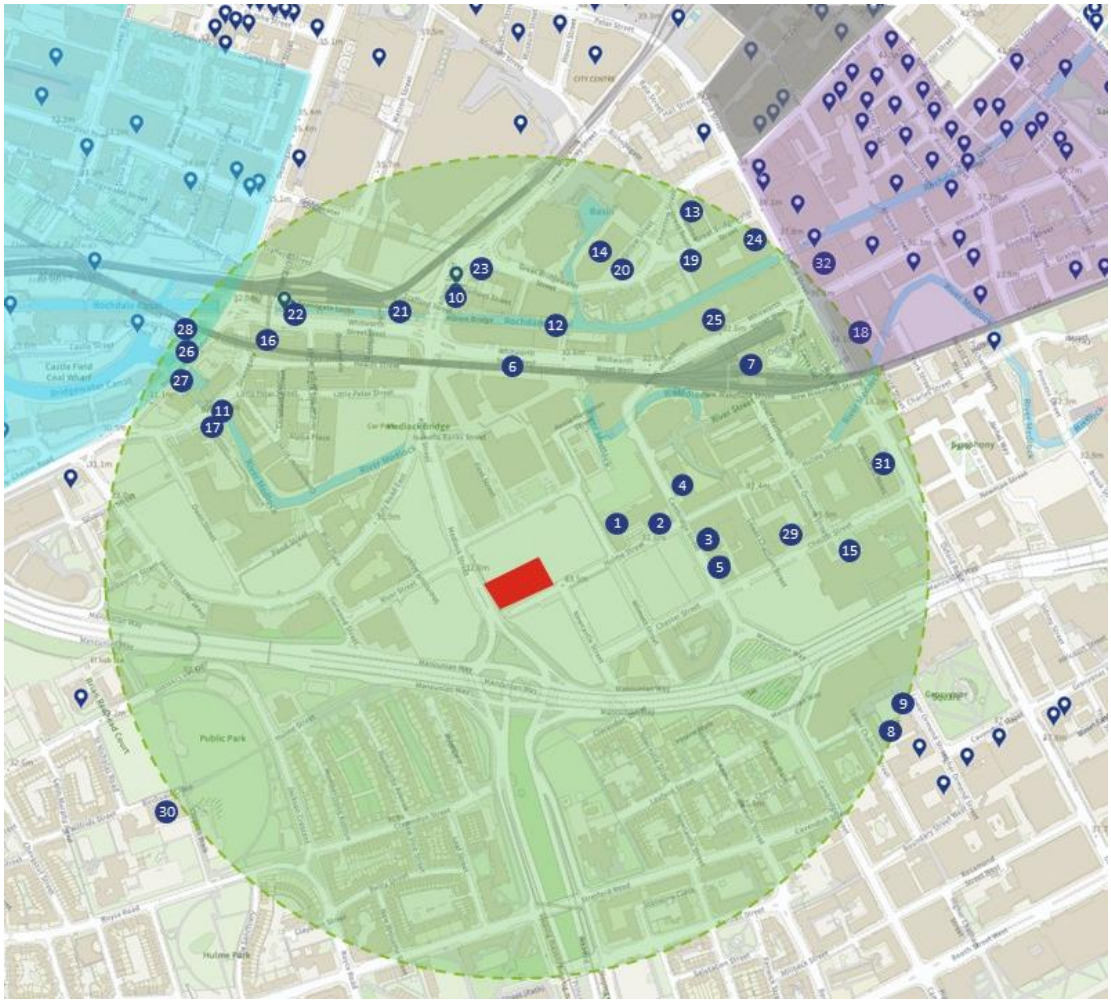


Figure 10- Heritage Assets within a 500m radius. The Site is marked in red while the area of analysis is a green circle. Listed buildings are marked and numbered in blue. Whitworth Street Conservation Area is in purple and Castlefield Conservation Area is in cyan. (Historic England, 2024)

Castlefield Conservation Area

4.11 The Site is located approximately 450 m away from the south-eastern edge of the Castlefield Conservation Area, which was designated in October 1979. The Conservation Area's western boundary follows that of the city's municipal border with neighbouring Salford along the River Irwell, further comprising New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road.

4.12 In 1958, the area was extended by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.

Whitworth Street Conservation Area

4.13 The Site is located approximately 430 m away from the south-western edge of the Whitworth Street Conservation area. The conservation area was designated by the City Council in September 1974, and was bounded by Oxford Street, Portland Street, Abingdon Street, Bloom Street, Chorlton Street, Cobourg Street and the Piccadilly to Oxford Road railway viaduct. It was extended in June 1985 to include an area bounded by Whitworth Street, London Road and the above viaduct.

Listed Buildings

4.14 There are 32 no. listed buildings within this area of analysis, which have been considered in the assessment.

4.15 Of these 32, the following will be fully assessed in this report:

1. Former Cotton Mill on west side of junction with Cambridge Street (Macintosh Mill), Grade II (List entry number- 1282998);
2. Mill chimney stack on west side of junction with Cambridge Street, Grade II (List entry number-1218746);
3. Chorlton Old Mill, Grade II (List entry number-1197775);
4. Chorlton New Mill and attached chimney, Grade II (List entry number- 1197774);
5. Mill on north -east corner of junction with Chester Street, Grade II (List entry number- 1197776);
6. Manchester south junction and Altrincham railway viaduct, Grade II (List entry number 1200837)
7. Oxford Road Railway Station – Grade II

4.16 The following have been scoped out of the assessment and will not be considered in this report:

8. Roman Catholic Church Of St Augustine –Grade II
9. Former Manchester Ear Hospital – Grade II
10. 13 – 17 Albion Street – Grade II
11. Boundary Stone on Knott Mill Bridge – Grade II
12. Rochdale Canal Lock Lock 89– Grade II
13. Canada house – Grade II
14. Chepstow House – Grade II
15. Dalton Statue In Forecourt Of Dalton College – Grade II
16. Deansgate Station – Grade II
17. Floodgate on East Side of Knott Mill Bridge – Grade II
18. Former Refuge Assurance Company Offices – Grade II*
19. Lee House – Grade II
20. Peveril of the Peak Public house – Grade II
21. Rochdale Canal Lock Number 90 – Grade II
22. Rochdale Canal Lock Number 91 at east end of Gaythorn Tunnel - Grade II
23. The Britons Protection Public House – Grade II
24. Tootal, Broadhurst And Lee Building – Grade II*
25. The Ritz Dance Hall- Grade II
26. Electricity Junction Box in Castlefield canal basin, Manchester – Grade II
27. Electricity Junction Box in Castlefield canal basin, Manchester – Grade II
28. Former Congregational Chapel – Grade II
29. Chatham Mill – Grade II;
30. Roman Catholic Church of St Wilfrid– Grade II
31. Dancehouse Theatre Including Numbers 6-14 – Grade II
32. The Palace Theatre- Grade II

4.17 The exclusion of these assets is considered to be proportional and is justified by the significant distance; the very limited visual; and the presence of existing modern architecture between the Site and the historical assets, as demonstrated by the analysis below. These physical factors mean that for those excluded assets there is no strong tangible or intangible relationship between the asset and the Site.

4.18 It should also be noted although views of an asset will play an important part, the way in which we experience an asset in its setting is also influenced our understanding of the historic relationship between places, and the 'character' of these places. The historic character of a place is the group of qualities derived from its past uses that make it distinctive. For example, buildings that are in close proximity but are not intervisible may have a historic or aesthetic connection that amplifies the experience of the significance of each.

4.19 This character may include its associations with people (both past and present) and the features, materials, and spaces associated with its history, including its original configuration and subsequent losses and changes. Character is a broad concept, often used in relation to entire historic areas and landscapes, to which heritage assets and their settings may contribute. This assessment has therefore paid due consideration to any potential impact on character of the setting in addition to visual impact.



Figure 11- Looking towards the Site from John Dalton's statue, Listed Building No. 15 (left) (Author's own, 25 June 2024)



Figure 12- John Dalton's statue, Listed Building No. 15 (Author's own, 02 October 2024)

4.20 Figure 11 and Figure 12 shows the listed John Dalton's statue and demonstrates that the proposal will be hidden by the neighbouring buildings, and therefore will have no impact on the heritage asset. It has been scoped out of further assessment.



Figure 13- Looking towards the Site from the Roman Catholic Church of St Augustine (Listed Building No. 8) and Former Manchester Ear Hospital (Listed Building No. 9) (Author's own, 25 June 2024)



Figure 14- Looking towards the Site from the Former Manchester Ear Hospital (left) (Listed Building No. 9, Author's own, 25 June 2024)

4.21 Figure 13 and Figure 14 shows the two listed buildings, Roman Catholic Church of St Augustine and the Former Manchester Ear Hospital and demonstrates that the proposal will be hidden from the view of these heritage assets by the scale of neighbouring buildings. They have therefore been scoped out of further assessment.

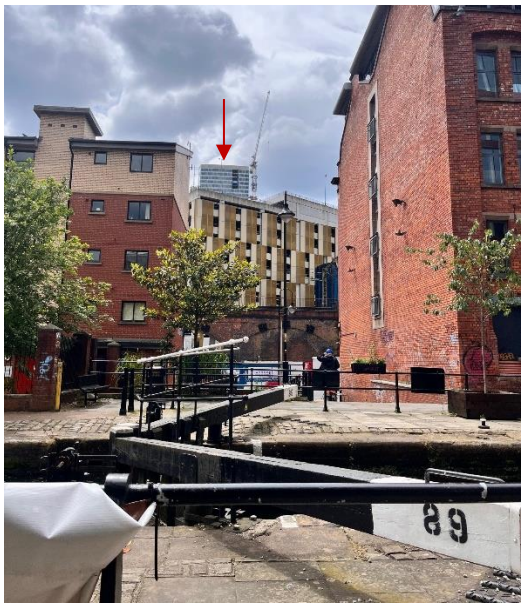


Figure 15- Looking towards the Site from Lock 89 (Listed Building No. 12, Author's own, 25 June 2024)

4.22 Figure 15 shows the view towards the Site from Canal Lock Number 89. It can be demonstrated that the buildings in the forefront would prevent view of the proposal from the listed structure. The 45-storey tower of Plot 11 in First Street which lies just south of the Site, can be just partially glimpsed from Lock 89, which suggests that the 33 storey Plot 9b would not be visible from the listed structure. It has therefore been scoped out of further assessment.



Figure 16- 13-17 Albion Street (Listed Building No. 10, Author's own, 25 June 2024)

4.23 Figure 16 shows the primary façade of 13-17 Albion Street, which demonstrates that it will not be impacted by the proposals as the Site is not visible when viewing the primary façade of the asset. The surrounding buildings mask the view towards the Site. This building has therefore been scoped out.

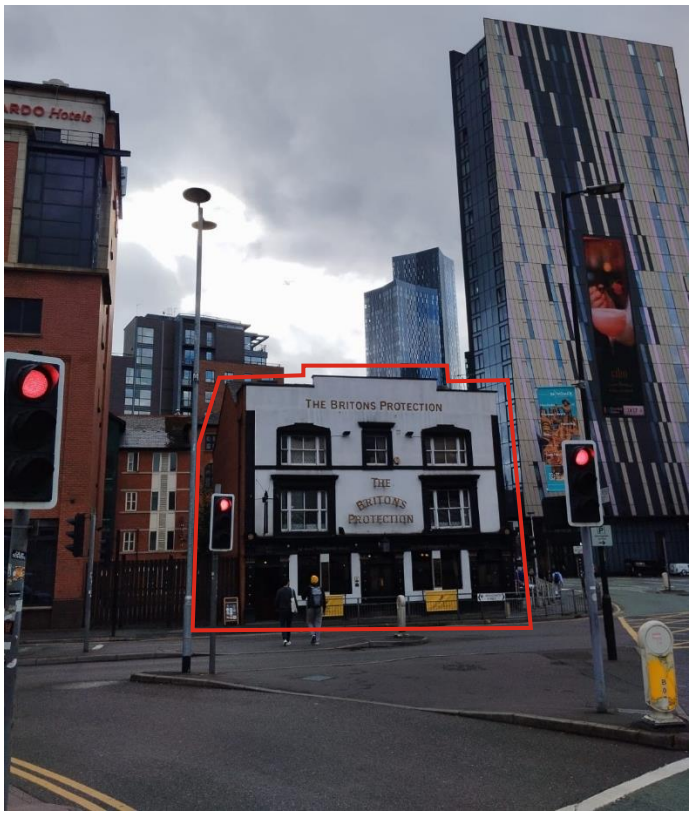


Figure 17- Primary façade of Briton's Protection (outlined in red), Listed Building No. 23 (Author's own, 25 June 2024)

4.24 Figure 17 shows another listed building, the Britons Protection, and demonstrates that the proposal will likely be hidden by the scale of neighbouring buildings. Figure 17 shows the primary façade, but from this view point the Proposed Development will not be visible, and therefore is considered to have no impact on this asset and so has been scoped out of further assessment.



Figure 18- Primary facade of Palace Theatre, viewed from Oxford Road (Listed Building No. 32, Author's own, 25 June 2024)



Figure 19- View towards the Site from the Palace Theatre (right) (Listed Building No. 32) and Former Refuge Assurance Company Offices (left) (Listed Building No. 18) (Author's own, 25 June 2024)

4.25 Figure 19 demonstrates that a glimpse of the Proposed Development could be visible from outside the Palace Theatre (right) but existing buildings mean it will be read as part of the cityscape. The primary façade of Palace Theatre as seen in Figure 18 is appreciated when looking away from the Site. It is suggested that the listed structure would not be impacted by the Proposed Development and has therefore been scoped out of further consideration.



Figure 20- Primary façade of Former Refuge Assurance Company Offices (Listed Building No. 18) (Source: Author's own, 25 June 2024)

4.26 Figure 19 also shows that a glimpse of the Proposed Development can be seen from the Former Refuge Assurance Company Office. However, Figure 20 demonstrates that the primary façade of the is best appreciated when looking away from the Site, when viewed from Oxford Road. Additionally, when viewing the Site from this heritage asset, it can be seen that Plot 11 First Street is currently under construction adjacent to the Site. The Plot 11 development is taller than than the Proposed Development, and therefore the Proposed Development will seem part of the evolving townscape.



Figure 21- Tootal, Broadhurst and Lee buildings, Listed Building No. 24 (left) (Author's own, 02 October 2024)

4.27 As Figure 21 shows, due to tightly packed urban fabric around it, the Site cannot be seen beyond the Grade II* Tootal, Broadhurst and Lee buildings, and for this reason this asset has been scoped out of further consideration.



Figure 22- Main facade of Canada House (Listed Building No. 13) (Source: Author's own, 25 June 2024)

4.28 Figure 22 demonstrates that the Site and the primary façade of the Grade II listed Canada House will not be inter-visible and therefore the impact of the proposals on this asset will be negligible. For this reason, the asset has been scoped out of further consideration.



Figure 23- Looking North towards Chepstow House (Listed Building No. 14) (Source: Author's own, 25 June 2024)



Figure 24- Peveril of the Peak (Listed Building No. 20) (Source: Author's own, 25 June 2024)

4.29 As can be seen in Figure 23 and Figure 24**,** the Peveril of the Peak and Chepstow House have primary facades which are not appreciated when looking towards the Site, though the Site is visible when looking towards it from this heritage asset. It is however considered that the proposal would have no impact on the setting of these assets and that is why they have been scoped out.



Figure 25- View towards the Site from Chatham Mill (Listed Building No. 29) (Source: Author's own, 25 June 2024)

4.30 Figure 25 demonstrates that although Chatham Mill is very near the Site, due to the height of the building and the density of the urban fabric it is considered that the development would not be visible while appreciating this asset, and for this reason the building has been scoped out of further consideration The 45-storey tower of Plot 11 in First Street which lies just south of the Site can be just barely glimpsed beyond the neighbouring buildings, which suggests that the 33 storey Plot 9b would not be visible.



Figure 26- Former Congregational Chapel (Listed building no. 28) (Source: Author's own, 02 October 2024)



Figure 27- View towards Site from Former Congregational Chapel (Source: Author's own, 02 October 2024)

4.31 Figure 26 shows the primary façade of the Former Congregational Chapel. The primary façade of the listed building can be appreciated only when looking away from the Site. Figure 27 shows that the Proposed Development will also be not visible from the chapel due to the scale of the neighbouring buildings in Great Jackson Street. The Former Congregational Chapel will therefore not be impacted by the Proposed Development and so has been scoped out of further assessment.



Figure 28- Electricity Junction Box in Castlefield canal basin (List entry 1475255) (Listed Building No. 26) (Source: Author's own, 25 June 2024)

4.32 Figure 28 shows the Grade II listed Electricity Junction Box in Castlefield basin (List entry number 1475255). The structure is located along the River Medlock towpath and is too low to view the Proposed Development. It is obstructed by the railway viaduct and is therefore not being scoped in for further consideration.



Figure 29- Electricity Junction Box in Castlefield canal basin (List entry 1475459) (Listed Building No. 27) (Source: Author's own, 25 June 2024)

4.33 Similarly, Figure 29 shows the Grade II listed Electricity Junction Box in Castlefield basin (List entry number 1475255). The structure is located along the River Medlock towpath and is too low to be viewed intervisibly with the Proposed Development. It is obstructed by the railway viaduct and is therefore not being scoped in for further consideration.



Figure 30- St Wilfrid's Church (Listed Building No. 30) (Source: Author's own, 25 June 2024)

4.34 Figure 30 shows the Grade II listed St Wilfrid's Church. The building is located circa 480m away from the Site. The Site has many developments around it which are either already under construction or have been approved. Therefore, the Proposed Development will become part of the evolving townscape when viewed from the listed building.



Figure 31- Primary facade of Dancehouse Theatre (Listed Building No. 31) (Source: Author's own, 25 June 2024)



Figure 32- View of Site from Dancehouse Theatre. The Site location is marked by a red arrow. (Listed Building No. 31) (Source: Author's own, 25 June 2024)

4.35 Figure 32 and Figure 31 show the primary façade of Dancehouse Theatre and the view of the Site from the Grade II listed building. The Proposed Development on the Site will be only slightly visible from Oxford Road while viewing the Site from the edge of Dancehouse Theatre. The development at Plot 10b, First

Street which is currently under construction will be visible in front of the Proposed Development and there the development will seem as part of the evolving townscape and so will have no impact on the listed building.

4.36 In conclusion the following assets will be taken for further assessment:

1. Former Cotton Mill on west side of junction with Cambridge Street (Macintosh Mill), Grade II
2. Mill chimney stack on west side of junction with Cambridge Street, Grade II
3. Chorlton New Mill and attached chimney, Grade II
4. Chorlton Old Mill, Grade II
5. Mill on north east corner of junction with Chester Street, Grade II
6. Manchester south junction and Altrincham railway viaduct, Grade II
7. Oxford Road Railway Station – Grade II

5. Assessment of Significance

5.1 This Section describes the significance of the heritage assets identified in Section 4, and where relevant, what contribution their setting makes to this significance. This assessment is proportionate to both the significance of the relevant heritage assets and the potential impact on their significance.

Whitworth Conservation Area

5.2 MCC provide a comprehensive summary of the history and townscape of Whitworth Conservation Area on their website and much of the information below is taken from this source. A map of the Conservation Area in included at Appendix 2.

History

5.3 Manchester's humid climate proved a significant advantage in its emergence as a global textile powerhouse during the 19th century. This naturally humid environment was ideally suited for working with cotton, a key factor in the city's rapid growth. The earliest cotton mills were established in the Ancoats district, and as production soared, so did the demand for storage. This led to the construction of purpose-built warehouses, specifically designed to accommodate the industry's needs, closer to Manchester's city centre. By the mid-1800s, Manchester had earned its place as the world's leading textile centre[11].

5.4 This booming industry fueled an ever-increasing need for warehousing. The warehouses, grander in scale and architectural detail than their predecessors, define the character of the Whitworth Street/Princess Street conservation area today. Their design reflected both practicality and the burgeoning wealth of the warehouse owners. Imposing street-facing facades often housed offices, while the rear sections were dedicated to storage and the inspection of cotton goods under natural light. This resulted in buildings of six or seven storeys, with ornate and intricately designed frontages in brick and terracotta, contrasting with predominantly glazed rears, either in a vertical or stepped formation. This architectural style reached its pinnacle in the early 1900s, culminating in the majestic Edwardian commercial buildings that stand on Whitworth Street. [12]

5.5 Although the textile industry's dominance has diminished since the cotton industry downturns of the 1920s, the architectural legacy of textile marketing remains largely preserved around Princess Street and Whitworth Street.

5.6 At the industry's peak, the transportation of vast quantities of cotton, from its raw form to finished products, was paramount. The Rochdale Canal, initially conceived in 1765 by James Brindley, played a crucial role. Completed in 1804, it linked to the Ashton Canal north of the city centre. John Rennie's engineering in 1805 connected it to the Bridgewater Canal, built in 1760, south of the city centre. This network facilitated the affordable transportation of coal to power the mills, a pivotal factor in the cotton industry's explosive growth. Once a bustling commercial artery, the canal now caters primarily to leisure craft. However, it remains a significant element in the ongoing regeneration initiatives shaping this part of the city.

[11] Source: 'History- Whitworth Street Conservation Area, URL: History | Whitworth Street Conservation Area | Manchester City Council, accessed 2 July 2024

[12] Source: 'History- Whitworth Street Conservation Area, URL: History | Whitworth Street Conservation Area | Manchester City Council, accessed 2 July 2024

Townscape

5.7 The great height of the warehouses along Princess Street, and especially on Whitworth Street, give the area its most obvious physical character of a canyon-like atmosphere[13].

5.8 The warehouses on Princess Street, constructed relatively early in the area's development, exhibit a more restrained aesthetic. Their designs are largely straightforward interpretations of the Italian palazzo style, lacking elaborate ornamentation. By the time construction reached Whitworth Street, the Edwardian era's penchant for decorative flourishes was in full swing. Advancements in building technology, particularly the use of steel and reinforced concrete frames, allowed for greater heights, further enhancing the grandeur of these later warehouses. Traditional brickwork fell out of favour, replaced by the fashionable faience and glazed terracotta, materials that readily lent themselves to intricate detailing.

5.9 While slate is the predominant roofing material for these warehouses, their considerable height and gently pitched roofs often obscure this detail from street level.

5.10 The windows, typical of Manchester architecture from this period, are primarily vertical sliding-sash types. They appear individually but are more commonly grouped in pairs, threes, or even fours.[14]

5.11 The Whitworth Street Conservation Area is therefore architecturally significant for its grand warehouses and historically important as a testament to Manchester's textile industry and distinctive architectural styles of the late 19th and early 20th centuries.

South-west periphery of Conservation Area

5.12 The Site lies approximately 430 m away from the south-western edge of the Whitworth Conservation Area. This particular area of the Conservation Area has been considered for the purpose of this report.

5.13 The edge is bound by the railway viaduct and by Oxford Road- a central road into Manchester City Centre. These act as a physical barrier to the Whitworth Street Conservation Area and diminishes the relationship between the surroundings.

5.14 As can be seen in Figure 33, the townscape around the south-western edge of the Conservation Area is characterised by high density urban fabric, which would restrict the visibility of the Proposed Development from the Site.

[13] Source: Townscape- Whitworth Street Conservation Area, URL: Townscape | Whitworth Street Conservation Area | Manchester City Council, accessed 2 July 2024
[14] Source: Townscape- Whitworth Street Conservation Area, URL: Townscape | Whitworth Street Conservation Area | Manchester City Council, accessed 2 July 2024



Figure 33- Looking towards the Site from the south-western edge of Whitworth Street Conservation Area

Castlefield Conservation Area

5.15 MCC provide a comprehensive summary of the history and townscape of Castlefield Conservation Area on their website and much of the information below is taken from this source[15]. A map of the Conservation Area in included at Appendix 1.

History

5.16 Castlefield, one of Manchester's largest conservation areas, lies southwest of the city centre. Its namesake, the Roman fort of Mamucium, meaning "castle in the field," marks the first definitive evidence of human settlement in the area. Established in 79 AD by General Agricola's troops, the fort strategically occupied a rocky outcrop between the Rivers Irwell and Medlock.[16].

5.17 The River Irwell's navigability, enhanced in the 1720s, opened a trade route to Liverpool via the River Mersey. Edward Byrom's financing of the first quay on the Irwell in 1734 further boosted commerce. Between 1758 and 1761, the Duke of Bridgewater, with James Brindley as his engineer, constructed Britain's first canal, utilising the site of the then grass-covered Roman fort. This groundbreaking project transported coal from the Duke's Worsley mines to Manchester, halving the fuel's price and sparking significant industrial growth.

5.18 The canal's success spurred the development of the Rochdale Canal, engineered by John Rennie and opened in 1804. Castlefield became the heart of a burgeoning canal network, attracting numerous warehouses built to serve Manchester's rapidly expanding population. As the world's fastest-growing city in the 19th century, Manchester soon outgrew the capacity of its canals. This led to the development of railways, with the world's first railway station opening on Liverpool Road in 1830. Castlefield transformed

[16] Source: 'History: Castlefield Conservation Area, URL: History | Castlefield Conservation Area | Manchester City Council, accessed 2 July 2024

into a bustling railway hub, with viaducts crisscrossing the area to accommodate the extensive network of lines serving the city.

Townscape

5.19 Castlefield stands as a testament to centuries of gradual evolution. The Romans, seeking a strategic advantage, established their fort on elevated ground, naturally fortified by the Rivers Irwell and Medlock. Centuries later, canal construction followed the path of existing waterways to maintain consistent water levels. By the time railways emerged, the area was already densely packed with canal basins and wharves. Viaducts became the only practical solution for integrating this new mode of transport, resulting in a unique multi-level environment unmatched anywhere else in the world.[17].

5.20 While Castlefield features a diverse palette of building materials, it possesses a rugged, industrial character that sets it apart from other parts of Manchester's city centre. Stone, red brick, and slate are prominent, but the area's most striking features are undoubtedly the massive cast-iron columns supporting the railway viaducts. These viaducts, constructed with iron lattice beams, dominate the landscape.

5.21 The essence of Castlefield Conservation Area lies in its functional interchanges between rail, water, and road transport. The varying levels, designed to accommodate road and rail traffic, were essential to the operation of Liverpool Road Station. This ingenious design allowed railway wagons to be easily unloaded by tipping their contents directly into trucks positioned on the lower level. These pioneering structures, the first of their kind, are integral to the conservation area's unique townscape.

5.22 Castlefield Conservation Area is significant as the birthplace of Manchester, showcasing a unique blend of Roman, canal, and railway history. Its industrial architecture, history and successful regeneration make it a distinctive conservation area.

South-East Periphery of Conservation Area

5.23 The Site lies approximately 450m south east to the edge of the Castlefield Conservation Area.

5.24 The edge of the Castlefield Conservation Area is bound by Deansgate, a central road into Manchester City Centre. The road acts as a physical barrier to the Castlefield Conservation Area and diminishes the relationship between the surroundings and the Castlefield Conservation Area. The Bridgewater Canal provides further separation between the Castlefield Conservation Area and its surroundings.

5.25 The south-eastern edge of the Castlefield Conservation Area has a varied architectural style, mostly comprising commercial or retail uses. The viaducts provide a visual link between the Castlefield Conservation Area and its immediate surroundings to the east.

5.26 The townscape around the south-eastern end of the Conservation Area is generally poor with low density, vacant sites and buildings of poor architectural quality. This townscape detracts somewhat from the Conservation Area, particularly views in and out of this area.

[17] Source: 'Townscape: Castlefield Conservation Area, URL: Townscape | Castlefield Conservation Area | Manchester City Council, accessed 2 July 2024.



Figure 34- Looking towards the Site from the south eastern edge of the Castlefield Conservation area

Listed Buildings

Former Cotton Mill on West Side of Junction with Cambridge Street (Macintosh Mill)- Asset #1

5.27 The listed description for the Former Cotton Mill on West Side of Junction with Cambridge Street reads:

"GV II Cotton spinning mill, now part of rubber processing works. Probably early C19; altered. Red brick in English garden wall bond, with some sandstone dressings, slate roof. L-plan formed by long range on east-west axis with south-west wing. Six storeys, 17 windows, all small and segmental-headed, with altered glazing; parapet to right-hand half. 5-window wing in similar style. History: adapted in mid to later C19 for production of rubberised cloth by Mackintosh"

5.28 The Former Cotton Mill on West Side of Junction with Cambridge Street or also known as the Macintosh Mill is a Grade II Listed building that dates back to the industrial revolution. The building was built in 1825 as a factory by inventor Charles Macintosh. Charles Macintosh had discovered a way to bond two layers of cloth on either side of a layer of rubber, most commonly applied when manufacturing waterproof clothing and umbrellas. The rubber solution was originally manufactured in Glasgow and subsequently shipped to Manchester where the patented fabric was made at the mill.

5.29 The Mill has a historical significance due to its original use as a cotton mill and the international importance of the role of this industry in Manchester. It also additional historical significance as the location for the production of the waterproof Mackintosh coats in the 19th Century. The Mill has less architectural significance given its industrial and functional nature which was common to industrial development of the time.

5.30 Following the Second World War, the factory was taken over by Dunlop (hence the signage left on the eastern façade). The Dunlop Mill was eventually built on the site in 1919 and was connected to Macintosh Mills by a bridge across Wilmott Street. Most recently, Macintosh Mills was subject to refurbishment to deliver high quality apartments which is the buildings current use as of today.



Figure 35- Former Cotton mill on west side of junction with Cambridge Street, as viewed when looking towards the Site. Listed building marked in pink while the Site location indicated by a red arrow

Significance

5.31 The Mill has moderate historical value due to the emblematic role it has played in the Industrial Revolution, especially in Manchester. It was part of the Birley family's portfolio and was part of their investment into the rubber industry, namely the production of waterproof Macintosh coats in the 19th century, which allowed their continued accumulation of wealth once the cotton industry declined. The Mill is typical of those constructed during this period. The façade shown is currently the primary entrance to the building. While this façade of the mill faces the development Site, the façade itself has a plain and functional design, which is largely replicated around the building. Architecturally, the building is of low significance.

5.32 Overall, the asset is of moderate historical significance and moderate to low architectural significance.



Figure 36- Former Cotton mill on west side of junction with Cambridge Street, as viewed when looking towards the Site from Cambridge Street. Listed building in pink while the Site location indicated by a red arrow

Contribution of Setting to the Assets Significance

5.33 The original setting of the Mill was dense industrial buildings. A number of these surrounding industrial buildings remain and have been converted to modern use, (for example Chorlton Old Mill and Chatham Mill). The west of the Mill is vacant brownfield land and detracts from the significance of the asset.

5.34 Overall, the setting has low contribution to the asset's significance.

Contribution of the Site to the Setting

5.35 Whilst the asset is only 82 m away from the Site, the Site is currently obscured by the massing of the listed building when viewing the asset from its primary façade.

5.36 The Site previously had dense terraced housing on it, followed by being partially occupied by a factory building, before being left vacant since the 1950s. The use of the Site and that of the asset were historically linked through the Industrial Revolution and their situation adjacent to each other contributed to their significance. As the Site is now cleared the asset has lost some of its historical and architectural context, albeit they are not directly read together.

5.37 Overall, the Site is therefore considered to have a neutral contribution to the setting of the listed building.

Mill Chimney Stack on East Side of Junction with Cambridge Street- Asset #2

5.38 The Mill Chimney Stack on East Side of Junction with Cambridge Street is Grade II listed and the listing description is:

"Detached chimney stack to cotton mill. Probably early C19. Brown brick in English garden wall bond. Octagonal, tapering in the height, finished with stone cornice; 3 metal straps near the top (full-height ladder attached to west side at time of survey 1989). History: said to have been built for Chorlton New Mill (on opposite side of Cambridge Street), and connected to it by underground flue."



Figure 37- Mill Chimney Stack on East Side of Junction with Cambridge Street, as viewed when looking towards the Site. Listed building marked in pink while the Site location indicated by a red arrow.

5.39 The Grade II listed detached chimney stack forms part of Macintosh Mill (see para 5.27 above) but is listed separately. As indicated in the listing description above, the chimney was originally built for Chorlton New Mill and connected by underground flue.

5.40 The asset is historically significant due to its role in and representation of the industrialisation of Manchester, and in particular this area which as notable concentration of mills, driven predominantly by the Birley family in this area. The Mill Chimney Stack is still complete unlike many other chimneys in the city which have been partially demolished, therefore, the asset is of some architectural significance.

5.41 The heritage asset is considered to have moderate architectural significance and moderate historic significance.

Contribution of Setting to the Assets Significance

5.42 The chimney stack can also be experienced alongside multiple heritage assets within the immediate area which when viewed together provide a visual indication of the former historical character. These nearby buildings were built within a period of vast industrialisation across Manchester typified by former mill buildings and warehouses that share similar architectural characteristics and building vernacular. Therefore, these buildings are harmonious with one another and as a result they create a strong historical identity. However, a significant part of the historical character was typified by the largescale buildings and structures such as the former gas holders which have since been demolished. The area immediately to the south is comprised of vacant land and as such, detract from the overall quality of the immediate area. As such, this makes a negative impact to the historical setting.

5.43 Furthermore, overtime more modern developments have come forward in close proximity to the heritage asset and as a result have altered the existing streetscape. In First Street North, there are modern developments including HOME, Vita Student, office buildings and other developments. These are treated with a more modern façade compared to the typical brick facades of the wider area.

5.44 The immediate setting of the Former Cotton Mill on West Side of Junction with Cambridge Street and Chorlton New Mill to the east makes a major contribution to the asset's significance, in particular Chorlton New Mill which the chimney originally served. The wider setting and that to the south and west detracts from the asset's significance, comprising mainly of vacant land.

5.45 Overall, the setting of the heritage asset makes a moderate to high contribution to the significance of the asset.

Contribution of the Site to the Setting

5.46 The asset sits 130m from the Site. The Site historically was covered by dense terraced housing, and later was partially occupied by a factory building, before being left vacant in the 1950s. The use of the Site and that of the asset were therefore historically linked through the Industrial Revolution, in addition to being directly intervisible and situated in close proximity to each other.

5.47 However, as the Site has been cleared the asset has lost this former historical context, and therefor makes limited contribution to the significance of the setting. The clear site also breaks up the historic grid pattern of the area.

5.48 Overall, the Site is therefore considered to have a negative contribution to the setting of the listed building.

Chorlton Old Mill – Grade II Mill- Asset #3



Figure 38- Looking west towards the Site from the facade of Chorlton Old Mill on Chester Street. Listed building marked in pink while the Site location indicated by a red arrow.

5.49 Chorlton Old Mill is Grade II listed and the listing reads:

Cotton spinning mill, converted to accommodation in 1993. The earliest mill on the Site was built in 1795, considerably extended c1810, and then largely rebuilt in 1866. Brick with slate roof (missing at time of inspection). Single range of a formerly U-plan mill survives: six storeys over basement, 14x8 bays, each with rectangular window with flat arched head. Panelled corner pilasters. Former shallow wings to each side to rear. Interior construction is cast-iron columns and beams carrying transverse brick arches (some columns encased in steel), and with three bays of cast iron arch-braced roof trusses. Later C19 rebuilding involved re-use of some at least of the structural iron-work, but it is likely that the roof structure dates in its entirety to the 1860's

5.50 The asset is historically significant due to its role in and representation of the industrialisation of Manchester, and in particular this area which has notable concentration of mills. Chorlton Old Mill is part of the wider developments by Chorlton Twist Company, which also includes the adjacent Chorlton New Mill, a later addition. However, the block has been partially rebuilt and considerably extended, eroding the significance of the building.

5.51 Part of the mill was rebuilt in 1866 with a triple span attic roof of cast iron trusses (re). unusually for late 19th century mills which usually used timber trusses. It was converted to flats in the 1990s. Overall the asset is of moderate historical significance and low architectural significance.

Contribution of Setting to the Asset's Significance

5.52 The immediate setting of the other surrounding Mills makes some contribution to the asset's significance, due to the historical understanding of such an industrialised area. The wider setting and that to the northwest and west detracts from the assets' significance, comprising mainly of vacant land, with hoardings.

5.53 Overall, the setting makes a moderate contribution to the asset's significance.

Contribution of Site to the Setting

5.54 The Site and the asset are visible looking down Chester Street. The Site is therefore deemed to be a part of the setting of the asset.

5.55 The Site previously had dense terraced housing on it, followed by being partially occupied by a factory building, before being left vacant since the 1950s. The use of the Site and that of the asset were historically linked through the Industrial Revolution and their situation adjacent to each other contributed to their significance. As the Site is now cleared the asset has lost some of its historical and architectural context, albeit they are not directly read together.

5.56 Overall, the Site currently is therefore considered to make a minor negative contribution to the setting of the listed building.

Chorlton New Mill and Attached Chimney- Asset #4



Figure 39- View from Cambridge Street towards the heritage asset and the Site. The heritage asset is outline in pink, while the Site is indicated by a red arrow.

5.57 Chorlton New Mill is Grade II listed and the listing reads:

> ***Cotton spinning mill, now*** *partially used as rubber processing works. 1814, extended in 1818 and 1845, with chimney dated 1853. Red brick with slate roofs throughout; cast iron and brick fireproof internal structure. Original block is parallel to Cambridge Street; 8 storeys (including 2 below street level), 20 bays, each with small rectangular window with cambered brick head. Internal engine house towards N end, segregated from main body of mill by cross wall built to incorporate vertical main-shaft, ducts, ventilation system and hoist, and with fireproof staircase located behind engine house; originally built with internal boiler house to S of cross wall. Internal construction has cast iron columns supporting cast iron beams and transverse brick arches; the original roof structure may have been cast and wrought iron, but was later replaced. Parallel single storeyed roof-lit shed in narrow yard to front of mill possibly built as loom shed in early-mid C19 (see Clark). Chimney adjacent to NW dated 1853; brick with iron bands; octagonal. Wing parallel to Hulme Street added in 1818; 6 storeyed, 12 bays, with central segmentally arched entrance to yard, and small rectangular windows with cambered brick heads in each bay. Fireproof internal structure (cast iron columns and transverse brick arches). 3 storeyed office building adjoins to E. The 2 ranges were linked in 1845 by a 6 storey block to SW of site (on corner of Cambridge Street and Hulme Street); 6 bays to Hulme Street, and 4 bays beneath parallel gables to Cambridge Street. Blocked round-arched windows*

cut by later fenestration indicate former internal engine house in SW of site (on corner of Cambridge Street and Hulme Street); 6 bays to Hulme Street, and 4 bays beneath parallel gables to Cambridge Street. Blocked round-arched windows cut by later fenestration indicate former internal engine house in SW corner of this building originally intended to serve all 3 blocks on the Site (originally with boiler house and chimney on opposite side of street, linked by a tunnel at least until construction of extant chimney to N of site). Fireproof internal structure. Weaving sheds added to N of site in 1829 have been demolished and built over.

5.58 The asset is again historically significant due to its role in and representation of the industrialisation of Manchester, and in particular this area which has notable concentration of mills. The mill was developed by a partnership which also operated the near-by Chorlton Old Mill (as well as other mills on Oxford Road which are no longer extant), and by 1838 they had also formed a partnership with Charles Macintosh who was using the nearby Cambridge Street rubber works site for the production of rubberised cloth.

5.59 Listed as a fine example of early large-scale mill building; the 1814 mill may be the oldest surviving fireproof mill in Manchester, and the multi-phase site is a good example of a type of development and layout which became characteristic of C19 urban mills[18].

5.60 Overall, the asset is of moderate to high historical significance and low architectural significance.

Contribution of Setting to the Asset's Significance

5.61 The immediate setting of the other surrounding Mills makes some to the asset's significance, due to the historical understanding of such an industrialised area. The wider setting and that to the southwest and south detracts from the asset's significance, comprising mainly of vacant land, with hoardings.

5.62 Overall, the setting makes a moderate contribution to the asset's significance.

Contribution of Site to the Setting

5.63 The Site previously had dense terraced housing on it, followed by being partially occupied by a factory building, before being left vacant since the 1950s. The use of the Site and that of the asset were historically linked through the Industrial Revolution and their situation adjacent to each other contributed to their significance. As the Site is now cleared the asset has lost some of its historical and architectural context, albeit they are not directly read together.

5.64 Overall, the Site is considered to have a neutral contribution to the setting of the listed building.

[18] Williams M, with Farnie DA: Cotton Mills in Greater Manchester: London: 1993-: 158-159; Industrial Archaeology Review: Clark S: Chorlton Mills and their neighbours: Oxford: 1978-: 207-239

Mill on north east corner of junction with Chester Street (Cambridge Mill)- Asset #5



Figure 40- View of Mill on north-east corner of junction (Cambridge Mill) edged in pink. Site denoted by red arrow.

5.65 The listing description for Grade II listed heritage asset reads:

"Cotton spinning mill, now offices. early C19, altered. Brown brick in Flemish bond with some sandstone dressings, roof concealed by parapet. Rectangular plan. Five storeys with basement and attic, 13 windows to Cambridge Street; square stair-turret attached between 8th and 9th windows, with doorway at its base; doorway inserted in 10th bay; segmental-headed windows with arched brick heads, all with altered glazing. Coped parapet. Five-window gable end to Chester Street has central doorway, similar windows including one at attic level. Interior now has suspended ceilings, but construction is probably of fireproof type."

5.66 Also known as Marsland Mill, after the industrial family for whom was originally built in 1795, this was partially rebuilt in 1813. It too was eventually owned by the Birley family, forming part of the larger estate made up by the mills in the area.

5.67 The asset is again historically significant due to its role in and representation of the industrialisation of Manchester, and in forming part of the concentration of mills in the area. It has been altered with new windows and conversion to residential use.

5.68 Overall, the asset is of moderate historical significance and low architectural significance.

Contribution of Setting to the Asset's Significance

5.69 The immediate setting of the other surrounding Mills makes some contribution to the asset's significance, due to the historical understanding of such an industrialised area.

5.70 However further north/ north-west there are already modern high-rise buildings which detract from the setting's importance. Plot 11 First Street, which is adjacent to the Site and clearly visible from the listed building has received planning consent on 9 March 2021 (application reference 125573/FO/2019), for a 10 to 45 storeys development, which is currently under construction. The Proposed Development on the Site will then read as part of the cityscape. Additionally, the large surface car park immediately to the west of the mill, has a more negative impact on the assets setting.

5.71 Overall, the setting makes low contribution to the asset's significance.

Contribution of Site to the Setting

5.72 The Site does currently have a clear relationship with the asset as there is just a surface car park between them, albeit with some masking from the trees around the car park's edge.

5.73 The Site previously had dense terraced housing on it and has been vacant since the 1960s. The use of the Site and that of the asset were historically linked through the Industrial Revolution and their situation adjacent to each other contributed to their significance. As the Site is now cleared the asset has lost some of its historical and architectural context.

5.74 Overall, the Site currently is therefore considered to have a minor negative contribution to the setting of the listed building.

Manchester South Junction and Altrincham railway viaduct- Asset #6



Figure 41- View of the Site from Manchester South Junction and Altrincham railway viaduct with Site indicated by red arrow

5.75 The listing description for Grade II listed heritage asset reads:

"Public Railway viaduct over street. Later C19. Wrought-iron and cast-iron. Segmental arch with latticed spandrels; Greek key frieze, pilastered and panelled parapet. The List Entry for the viaduct was expanded considerably in February 2013. Two sections of the viaduct and a brick bridge had previously all been Listed separately at Grade II in 1998. These structures, along with previously unlisted sections of the viaduct, were included in a single amended List Entry for the length of the viaduct from west of Knott Mill and Deansgate Station to Piccadilly Station."

5.76 The viaduct has moderate to high historical significance due to the key role transport systems including the railway played in the Industrial Revolution, and in particular Manchester. It is significant also due to developments in engineering stimulated by railway development, and in forming part of the infrastructure for a very early example of a commuter transport system.

5.77 At this point in its span nearest to the Site, the viaduct has moderate architectural significance due to its plain and functional design.

Contribution of Setting to the Asset's Significance

5.78 The setting of the viaduct comprises several elements; the railway itself, the land it bridges around the Castlefield Conservation Area, and its interconnection with the historic road and canal network in the

surrounding area. The use and development of the land it bridges and immediate surrounding area has changed over time, and indeed will vary greatly on different stretches of the same railway as it traverses its course from the suburbs to the city centre. Generally, the setting contributes highly to the asset's significance, however in this location due to much loss of its original setting, the setting makes a moderate contribution.

Contribution of Site to the Setting

5.79 As shown in Figure 41, when viewing the viaduct, the Site is obscured by the forthcoming Plot 10b development, and the Hotspur Press building. As mentioned above, the use and development of the Site has changed over time and currently comprises vacant undeveloped land.

5.80 It therefore does not currently form part of the setting of this asset, due to the distance between them, and therefore contribution is considered to be neutral.

Oxford Road Railway Station- Asset #7



Figure 42- View of the Site from Oxford Road Station building. The heritage asset is outlined in pink, while the site is indicated by a red arrow.

5.81 The official listing of the Grade II listed structure reads:

"Railway station building and platform structures, 1958-60, by Max Clendinning of British Railways' Midland Region with Hugh Tottenham of the Timber Development Association. Laminated-timber structure of three conoid shells, with hardwood strip ceilings to the shell roofs and canopies. Single-storey. DESCRIPTION: the main station building is covered by three shell roofs of diminishing size (the largest being at the eastern front and the smallest at the western rear) that range between 13m and 29m in span and are supported on a cruck-like frame. The front (east) elevation is reminiscent of the styling of Sydney Opera House and has a recessed, glazed upper section, underneath which lies the main entrance and eastern end of the booking office. The station's booking office, buffet, toilets and staff facilities are constructed of timber and concrete, with the two former facilities forming a lozenge-shaped island along the southern side of the main building.

The main building sits between two railway tracks with tall, curved canopies that extend out over the platforms and are supported by similarly styled crucks to the main building. Similar canopies incorporating a central spine with raised, arched glazing cover the station's two central island platforms, which, along with a far platform, are accessed via an enclosed footbridge, which is not of special interest. All the canopies have lozenge shaped skylights that echo the lozenge shape of the booking office and buffet in the main building, and deep fascias to their front edge. The main concourse incorporates an original semi-

circular, concrete and timber bench and two curved, back-to-back timber benches exist to the central island platforms. Two sympathetically styled waiting shelters of c2011 located on the central island platforms and far platform are not of special interest."

5.82 The Oxford Road Station is of moderate significance given that it is the only large scale railway station built in England using prefabricated methods. Its unique timber shell lightweight structure was especially researched on and designed to reduce the load on the Manchester South Junction & Altrincham Railway viaduct running beneath it.

Contribution of Setting to the Asset's Significance

5.83 The immediate setting of the railway station comprises railway station building, platform structures, railway lines and associated infrastructure. The land around it has changed and developed over time, vastly deviating from its original setting. Therefore, overall the setting makes a moderate contribution to the asset's significance.

Contribution of Site to the Setting

5.84 There is considerable distance between the Site and the asset. Taller developments have been built out in the setting of the asset, obscuring the Site. Considering that the Site is not read as part of the setting currently, it is considered to make neutral contribution to the setting if the heritage asset.

Hotspur Press – Non-designated Asset

5.85 While MCC do not maintain a formal list of local non-designated heritage assets in Manchester, the asset is included on the Greater Manchester HER (maintained by GMAAS), and is therefore considered to be a non-designated heritage asset. In line with recognised ICOMOS guidance, the building is subsequently deemed to yield low heritage interest, which relates to "*unrecorded buildings, structures, or designed landscape features, which demonstrably retain a degree of heritage value due to their: architectural design, historic, communal, or townscape interest*".

5.86 However, we are also aware that an application has been made to Historic England for inclusion on the National Heritage List for England (NHLE) and that a final decision on this is yet to be made on this at time of writing. Should a decision be made that the asset should be listed during determination then further consideration on the potential impact on this asset may be required

5.87 Hotspur House was assessed previously by Historic England for listing in 2019. Following HE's assessment of the Site on the 25th February 2019 they refused listing for the following reasons

"Medlock Mill, a textile mill of approximately 1805 with extensions of the 1880s and later alterations, is not recommended for listing for the following principal reasons::

- *Degree of architectural interest: although it dates from the first decade of the C19, and is rare for its surviving non-fireproof construction, the extent of alteration diminishes its interest as an example of the period and type.*
- *Degree of historic interest: its association with the pre-eminent textile manufacturing concern Rylands and Company is not strong enough or apparent in the building; * its use by Rylands for making clothing was not influential on the industry and this was not the main centre of that activity, which is also not manifest in the surviving fabric.*
- *Group value: the mill's contribution to the Chorlton on Medlock group of mills is relatively peripheral.*

Although a relatively rare example of an early C19 mill building, Medlock Mill has been extensively altered over time. While this reflects its varied use, the degree of alteration has resulted in the loss of historic fabric, diminishing its claims to special interest. On balance, despite its clear local and regional interest, it falls short of the architectural and historic special interest necessary for listing."

5.88 The asset is of moderate historic interest through the remaining evidence of the building being a Georgian former cotton mill dating to 1801, and is therefore historically significant due to its role in and representation of the industrialisation of Manchester, and in forming part of the concentration of mills in

the area. Its subsequent use as a prolific printing press works from the early 1900s has partially diminished its overall significance.

5.89 Overall, the asset is of moderate historical significance and low architectural significance..

Contribution of Setting to the Asset's Significance

5.90 Hotspur Press is adjacent and partially attached to the Grade II listed Manchester South Junction and Altrincham Railway Viaduct, and this setting, and interconnection with the historic road and canal network in the surrounding area, contributes to its significance.

5.91 The use and development of the asset and immediate surrounding area has changed over time, particularly the land immediately to the south which is now vacant brownfield. Generally, the setting contributes highly to the asset's significance, however in this location due to much loss of its original setting, the setting makes a moderate contribution..

Contribution of Site to the Setting

5.92 When viewing Hotspur Press, the Site is obscured by the forthcoming Plot 10b development, and the Hotspur Press building itself. As mentioned above, the use and development of the Site has changed over time and currently comprises vacant undeveloped land.

5.93 It therefore does not currently form part of the tangible setting of this asset, largely due to the distance between them, and therefore contribution is considered to be neutral.

6. Assessment of Impact

6.1 This Section assesses the impact that the Proposed Development has on the significance of the identified heritage assets.

The Proposed Development

6.2 The proposals are for a new purpose-built student accommodation (PBSA) building alongside landscaping and amendments to pedestrian and vehicular access.

6.3 The description of the Proposed Development is set out below:

"Erection of a purpose-built student accommodation (PBSA) building (Sui Generis), alongside ancillary amenity space, landscaping, secure cycle parking and other associated works; and use of land east of River Street as a construction compound. "

Parameters of Development	
Student Accommodation	861 studios
Maximum Height	Ground + 33 storeys (+131.950m AOD)
Car Parking	0 car parking, 17% cycle spaces
Amenity space	800 sqm

6.4 The scale of Proposed Development is outlined below:

- The tower element is Ground + 33 storeys tall and 131.950 m
- The smaller element is 11 storeys tall and 71 m from the ground (71.375m AOD)

6.5 Residents' amenity spaces including gym, communal social and study spaces will be provided to the lower floors which will activate frontages along Hulme Street, Medlock Street and First Street. The proposal also incorporates public realm improvements which will knit together surrounding developments to create a series of connected streets and spaces.

6.6 The overarching design approach of the Proposed Development has been to create a highly responsive built form that completes the urban block and addresses the Site's prominent location. The building is elegantly proportioned with a strong architectural hierarchy, responding to surrounding buildings. The tower element steps up to meet Block D of Plot 11 to the south, while the smaller element aligns with Plot 9a to the north.

6.7 The materiality seeks to reference the emerging context of the neighbouring plots. Brickwork is proposed on the lower wings to provide grain and texture relating to Plots 9a to the north and 10a to the east. A more lightweight material is proposed on the taller element as the building mass steps up to address the taller glazed scheme to Plot 11 to the south.



Figure 43- CGI Image of the Proposed building outlined in red

Assessment of Impact on Conservation Areas

6.8 The Proposed Development is a significant distance from both conservation areas and so will likely have limited direct impact on their character and appearance.

Whitworth Street Conservation Area



Figure 44- showing the Proposed Development in red from the south west corner of Whitworth Street Conservation Area

6.9 The Whitworth Street Conservation Area is considered to be 'uniquely Mancunian', characterised by high quality Victorian and Edwardian buildings dating from between 1850 to 1920. They reflect the historical importance of the textile industry, and the wealth this brought to the city.

6.10 Due to the tight urban fabric in and around the Whitworth Street Conservation Area, the development will not be very visible, as can be seen in Figure 44. Where it can be glimpsed it will be sat away from the high quality built form of the heritage assets, and read as part of the existing townscape.

6.11 Overall, the Proposed Development will have a negligible impact on the significance of the Whitworth Street Conservation Area.

Castlefield Conservation Area



Figure 45- The Proposed Development (in red) as seen from the edge of Castlefield Conservation Area

6.12 Castlefield Conservation Area has high architectural and historical significance, owing to its rich industrial landscape which was a product of its importance as a key transport location during the Industrial Revolution, although the poorer-quality townscape to the south around the Site detracts somewhat from the Conservation Area in this locality.

6.13 However, given the distance from the Site and due to the large scale developments between the Conservation Area and the Site, particularly around Deansgate Square, it is considered that development of the Site would be almost wholly obscured from within the Castlefield Conservation Area. Where the Proposed Development might be glimpsed it will be read as part of the existing townscape.

6.14 It is therefore considered that the Proposed Development is unlikely to impact on the current appearance or character of the Conservation area. Overall, the Proposed Development will have a negligible impact on the significance of the Castlefield Conservation Area.

Assessment of Impact on Identified Heritage Assets

Former Cotton Mill on West Side of Junction with Cambridge Street (Macintosh Mill)- Grade II (Asset #1)

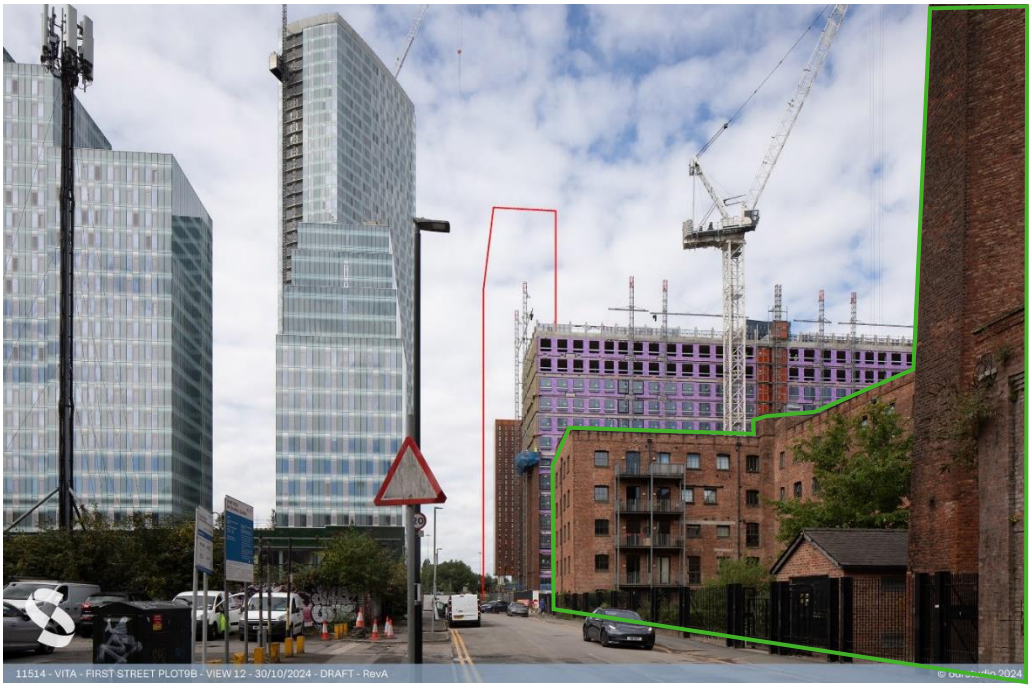


Figure 46- View 12 of Macintosh Mill from Cambridge Street edged in green with wireframe of Plot 9b in red

6.15 The Proposed Development will be intervisible with the heritage asset, as shown in Figure 46. However, as demonstrated, the existing surrounding townscape predominantly comprises modern development. As a result, the Proposed Development will slightly change the way the heritage asset is appreciated, but will still read as part of the existing cityscape, and forthcoming future developments with planning approval.

6.16 As shown above, the Site is located behind the 14 storey PBSA development 'House of Social' at Plot 10b, First Street (application reference 136170/FO/2023) which is currently under construction. Due to its height, House of Social will obscure a lot of the Proposed Development when viewed from Macintosh Mill. The Proposed Development is also lower in height than the tallest element (45 storeys) of the co-living development at Plot 11, First Street South (application reference 125573/FO/2019). At the time the picture was take, the developments at Plot 10b and Plot 11 had still not completed construction. As the intended heights of both upcoming developments are known, their progression to date is a useful indication of how their cumulative scale and massing will appear with the Proposed Development.



Figure 47- Showing the Proposed development in red and upcoming developments in blue and green

6.17 Taking the above images into consideration, it is expected that the Proposed Development will be read as part of the emerging townscape once other high-rise buildings adjacent to the Site reach completion. It is expected that the degree of change caused by the Proposed Development will only slightly alter the experience and appreciation of the heritage asset, without diminishing its significance to any appreciable degree.

6.18 However, particularly when considered cumulatively with the neighbouring Plot 10b and Plot 11 developments, it is considered that the proposed development will contribute, through the historic character of the immediate area becoming more dominated by modern development. and therefore it is considered that the Proposed Development would contribute to an overall change the character of the area.

6.19 On the basis of the above it is considered the that the Proposed Development will cause minor harm to the asset.

Mill chimney stack on west side of junction with Cambridge Street- Grade II (Asset #2)

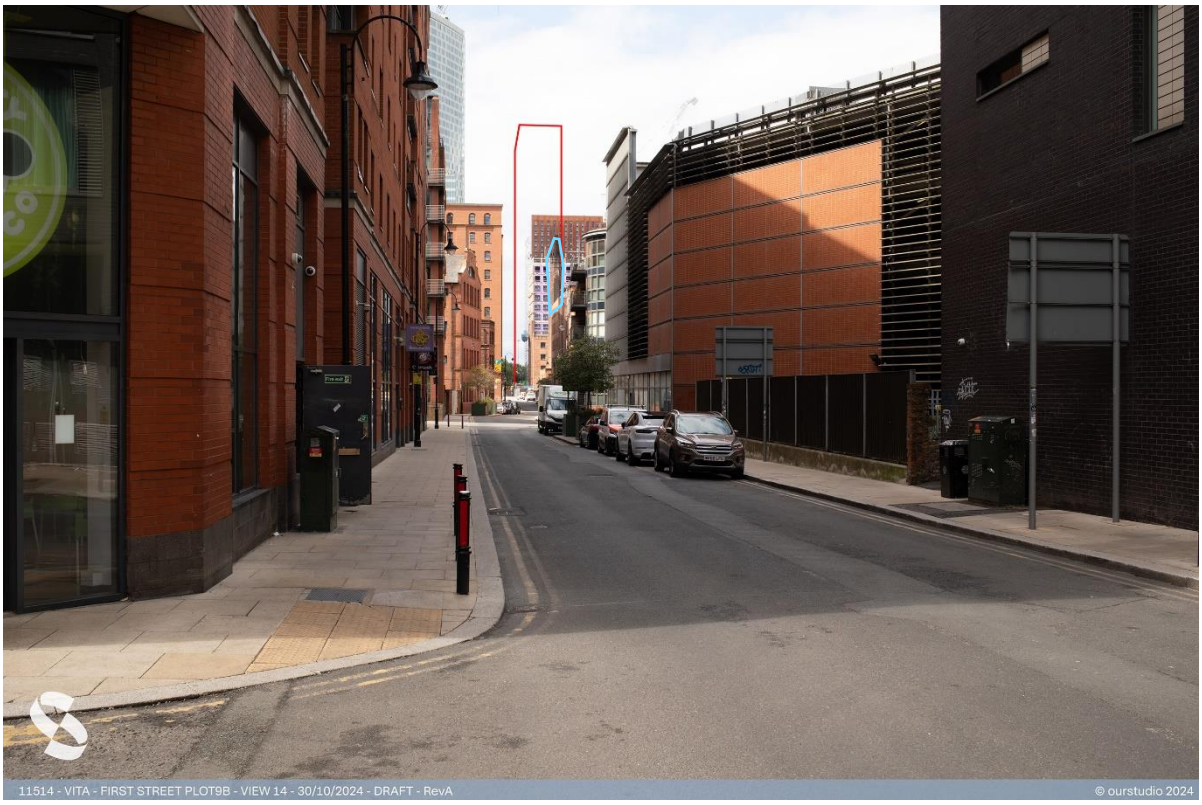


Figure 48- View 14 of Mill chimney stack edged in blue with wireframe of Plot 9b in red



Figure 49- View 12 of Mill chimney stack edged in green with wireframe of Plot 9b in red

6.20 Similarly, to Macintosh Mill, the Proposed Development is located within close proximity to the Mill chimney stack, creating a slight change in the way the heritage asset is appreciated, as shown in Figure 48 and Figure 49. The Site is shown to be surrounded by the 14-storey development at Plot 10b, First Street (application reference 136170/FO/2023) and Plot 11, First Street South where the tallest tower is 45 storeys tall (application reference 125573/FO/2019). At the time the picture was take, the developments at Plot 10b and Plot 11 had still not completed construction. As the intended heights of both upcoming developments are known, their progression to date is a useful indication of how their cumulative scale and massing will appear with the Proposed Development. The provided figures indicate that the Proposed Development will likely read as part of the emerging townscape of the surrounding area, rather than significantly altering it.

6.21 It is expected that the degree of change caused by the Proposed Development will only slightly alter the experience and appreciation of the heritage asset, without diminishing its significance to any appreciable degree.

6.22 However, particularly when considered cumulatively with the neighbouring Plot 10b and Plot 11 developments, it is considered that the proposed development will contribute, through the historic character of the immediate area becoming more dominated by modern development. and therefore it is considered that the Proposed Development would contribute to an overall change the character of the area.

6.23 Therefore, it is considered that the Proposed Development will cause minor harm to the asset.

Chorlton Old Mill – Grade II (Asset #3)



Figure 50- View 14 showing Chorlton Old Mill edged in green and wireframe of Plot 9b in red

6.24 The Proposed Development will be visible in conjunction with the heritage asset as they are located within 180m of each other as shown in Figure 50. As a result, it will slightly change the way the site is appreciated, but will still read as part of the cityscape as is already approved.

6.25 As shown above, the Site is located behind the forthcoming PBSA development at Plot 10b, First Street which is currently under construction. It is also lower in height than the tallest element of the co-living development at Plot 11, First Street South. At the time the picture was taken, the developments at Plot

10b and Plot 11 had still not completed construction and so the completed context of the scale, massing and materiality cannot be fully understood.

6.26 Taking the above images into consideration, it is expected that the Proposed Development will merge with the emerging townscape rather that significantly altering it. There degree of change would slightly alter but not diminish the experience and appreciation of the building to any appreciable degree and, as such, it is considered the that the Proposed Development will have negligible impact on the significance of the heritage asset, and cause no harm.

Chorlton New Mill and attached chimney- Grade II (Asset #4)

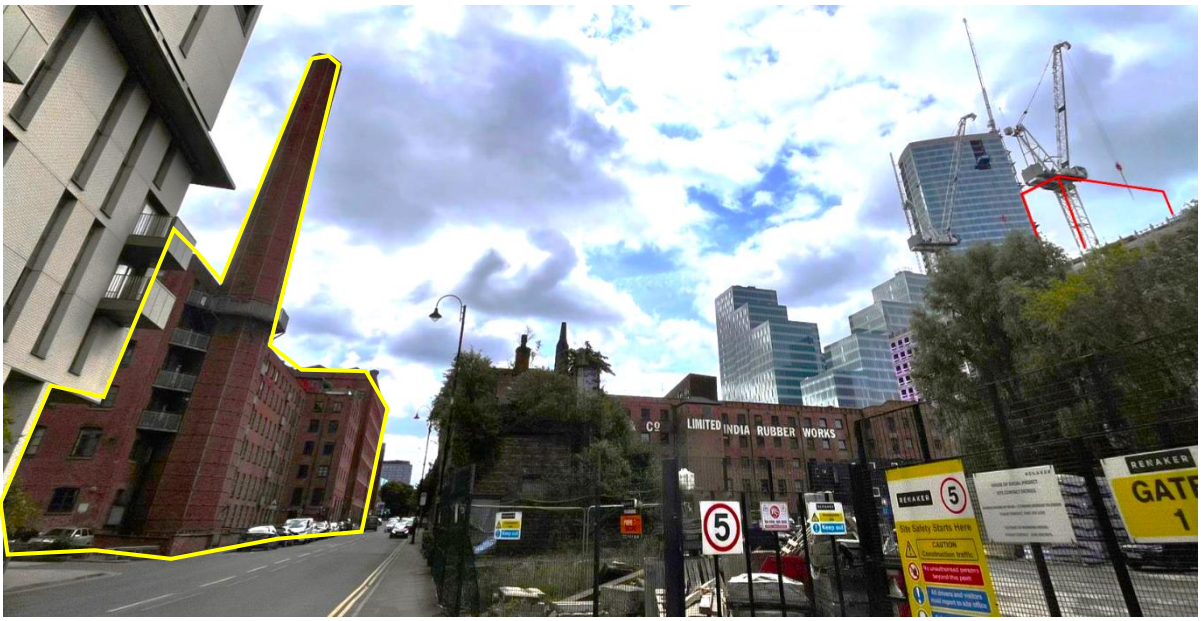


Figure 51- showing Chorlton New Mill edged in yellow and wireframe of Plot 9b in red

6.27 Chorlton New Mill is Grade II listed building. The Proposed Development will be visible in conjunction with the heritage asset as they are located within 180m of each other as shown in Figure 51.

6.28 As a result, it will slightly change the way the site is appreciated, but will still read as part of the cityscape as is already approved. Additionally the main façade of the building is best appreciated when looking away from the Proposed Development.

6.29 As shown above, the Site is located behind the forthcoming PBSA development at Plot 10b, First Street which is currently under construction. It is also lower in height than the tallest element of the co-living development at Plot 11, First Street South. At the time the picture was taken, the developments at Plot 10b and Plot 11 had still not completed construction and so the completed context of the scale, massing and materiality cannot be fully understood.

6.30 Taking the above images into consideration, it is expected that the Proposed Development will merge with the emerging townscape rather that significantly altering it. There degree of change would slightly alter but not diminish the experience and appreciation of the building to any appreciable degree and, as such, it considered the that the Proposed Development will have no impact on the significance of the heritage asset, and cause no harm.

Hotspur Press

6.31 Figure 51 has been produced to assess the Grade II Listed Chorlton New Mill and attached chimney, and shows the Proposed Development will be visible behind the forthcoming PBSA development at Plot 10b, First Street which is currently under construction. It is also lower in height than the tallest element of the co-living development at Plot 11, First Street South. At the time the picture was taken, the developments at Plot 10b and Plot 11 had still not completed construction and so the completed context of the scale, massing and materiality cannot be fully understood.

6.32 As a result, it will slightly change the setting surrounding the asset, but will still read as part of the cityscape as is already approved.

6.33 Taking the above image into consideration, it is expected that the Proposed Development will merge with the emerging townscape rather that significantly altering it. The degree of change would slightly alter but not diminish the experience and appreciation of the building to any appreciable degree and, as such, it it considered the that the Proposed Development will have no impact on the significance of the heritage asset, and cause no harm.

Mill on north east corner of junction with Chester Street- Grade II (Asset #5)



Figure 52- View 13 showing Cambridge Mill edged in green and wireframe of Plot 9b in red

6.34 The Cambridge Mill is categorized as a Grade II Listed building. The Proposed Development is in close proximity to the heritage asset and therefore, its construction will be slightly visible in connection with the heritage assessment. This will bring a slight change in the way the heritage asset is perceived.

6.35 The Proposed Development will become part of the family of buildings currently being built at Plot 11, First Street South, as seen in Figure 52**Error! Reference source not found.** and will not obstruct or dominate the appreciation of the heritage asset from this location.

6.36 Based on the above it is considered that the Proposed Development will cause no harm to the significance of the heritage asset.

Manchester South Junction and Altrincham railway viaduct- Grade II (Asset #6)



Figure 53- showing listed viaduct edged in green and wireframe of Plot 9b in red

6.37 The viaduct is categorised as a Grade II listed structure. As can be seen in Figure 53, the Proposed Development is in close proximity to the listed viaduct. While the heritage structure will be visible in conjunction with the Proposed Development from street level and from Deansgate Metrolink , it will become part of the family of buildings currently being built at Plot 11, First Street South and will not obstruct or dominate the appreciation of the heritage asset from this location.

6.38 Based on the above it is considered that the Proposed Development will cause no harm to the significance of the heritage asset.

Oxford Road Station- Grade II (Asset #7)



Figure 54- showing the heritage asset edged in yellow and wireframe of Plot 9b in red

6.39 The Oxford Road railway station is categorised as a Grade II listed structure. Though the heritage asset is 310 m away from the heritage asset, and furthest from the above scoped assets, the Proposed Development will be visible in conjunction with the asset, when viewing from Oxford Road. This will bring a slight change in the way the heritage asset is perceived.

6.40 The Proposed Development will become part of the family of buildings currently being built at Plot 11, First Street South. It will not obstruct or dominate the appreciation of the heritage asset from this location.

6.41 Based on the above it is considered that the Proposed Development will have no harmful impact to the significance of the heritage asset.

Summary of Assessment of Impact

6.42 The assessment of impact on the identified heritage assets is summarised below:

Asset No.	Asset Title	Significance of Asset	Contribution of Setting	Contribution of Site to Setting	Assessment of Impact
1	Former Cotton Mill on West Side of Junction with Cambridge Street (Macintosh Mill)	Moderate historical; moderate to low architectural	Low	Neutral	Minor harm

Asset No.	Asset Title	Significance of Asset	Contribution of Setting	Contribution of Site to Setting	Assessment of Impact
2	Mill chimney stack on west side of junction with Cambridge Street	Moderate historical; moderate to low architectural	Low	Neutral	Minor harm
3	Chorlton Old Mill	Moderate	Moderate-High	Negative	Negligible – no harm
4	Chorlton New mill and attached chimney	Moderate	Moderate	Minor Negative	Negligible – no harm
5	Mill on north east corner of junction with Chester Street (Cambridge Mill)	Moderate-High historical; low architectural	Moderate	Neutral	Negligible – no harm
6	Manchester South Junction and Altrincham railway viaduct	Moderate historical; low architectural	Low	Minor Negative	Negligible – no harm
7	Oxford Road Station	Moderate-High historical; low architectural	Moderate	Neutral	Negligible – no harm

7. Planning Policy Assessment

7.1 The NPPF stresses that 'great weight' should be given to the conservation of designated heritage assets (NPPF paragraph 212), emphasising the need to avoid substantial harm, in terms of demolition, alteration or the compromise of an asset's setting.

7.2 As concluded in Section 6, the Proposed Development will not cause any harm to identified heritage assets 3,4,5,6 and 7 .

7.3 However, it is considered that the work will fall at the ***lower end of less than substantial harm*** to the architectural or historical interest of the identified scoped in assets 1 and 2. as such Paragraph 215 of the NPPF is triggered, and the public benefits of the Proposed Development will need to outweigh this harm.

7.4 The public benefits of the Proposed Development are set out in full in the Planning and Tall Building Statement submitted in support of the application, but in summary these comprise:

- Delivery of high-quality purpose-built student accommodation, for which there is identified demand in this area;
- The Proposed Development Site is one of the last vacant and underutilised brownfield plots within the FSDF area and has been a regeneration priority since 2012. It was previously being used as a car park and is currently undeveloped. It therefore detracts from the overall quality of the area.
- Employment opportunities will be created directly and indirectly for local people during both construction and operation phases;
- The Proposed Development will also provide external amenity space and activate frontage along Medlock Street, reinvigorating this space to contribute to the First Street area positively.

7.5 Paragraph 219 of the NPPF directs local authorities to look for opportunities for new development within conservation areas and sites within the setting of heritage assets which enhance or better reveal their significance.

7.6 Paragraph 219 of the NPPF also states that "proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably".

7.7 Paragraph 210 directs local planning authorities to consider three key factors when determining planning applications concerning the historic environment. These are considered below in light of the Proposed Development:

- The Proposed Development will sustain the significance of the identified heritage assets.
- The Proposed Development will not affect the positive contribution that the heritage assets can make to their community.
- The Proposed Development will make a positive contribution to local character and distinctiveness.

7.8 The Site has been earmarked for development by the First Street SDF, and has no historic link to the remaining local assets. It is considered that the Proposed Development will continue to enhance the regeneration of this area, thereby making a positive contribution to overall local character and distinctiveness.

7.9 The Proposed Development meets the ambitions of MCC Local Policy EN3 (Preserving and enhancing the historic environment) and Saved UDP Citywide Development Control Policy DC 18.1 (Conservation Areas) and Policy DC19.1 (Listed Buildings) through the provision of an appropriately sited Proposed Development and sensitively chosen material palette. There are no direct interfaces with heritage assets and the Site is not located within a conservation area.

7.10 Overall, the Proposed Development is in accordance with statutory legislation and national and local policy when read as a whole.

8. Summary and Conclusions

8.1 In accordance with the requirements of the NPPF, the significance of the designated heritage assets which have the potential to be affected by the application proposals have been described within this Heritage Statement. This included an assessment of the contribution the setting and the Site makes to this significance.

8.2 The impact on this significance has been assessed.

8.3 It has been concluded that the proposal will cause negligible harm to Chorlton Old Mill, Chorlton New Mill and attached chimney, Manchester South Junction and Altrincham railway viaduct and Oxford Road Station; and will preserve the character and appearance of the Whitworth Street and Castlefield Conservation Areas.

8.4 The Proposed Development will cause ***less than substantial harm*** to the architectural or historical interest of the identified assets: Macintosh Mill and the Mill chimney stack on west of junction with Cambridge Street and the public benefits of the Proposed Development will need to outweigh this harm.

8.5 Overall, the proposal is in accordance with national and local policy.

Appendix 1- Castlefield Conservation Area Map

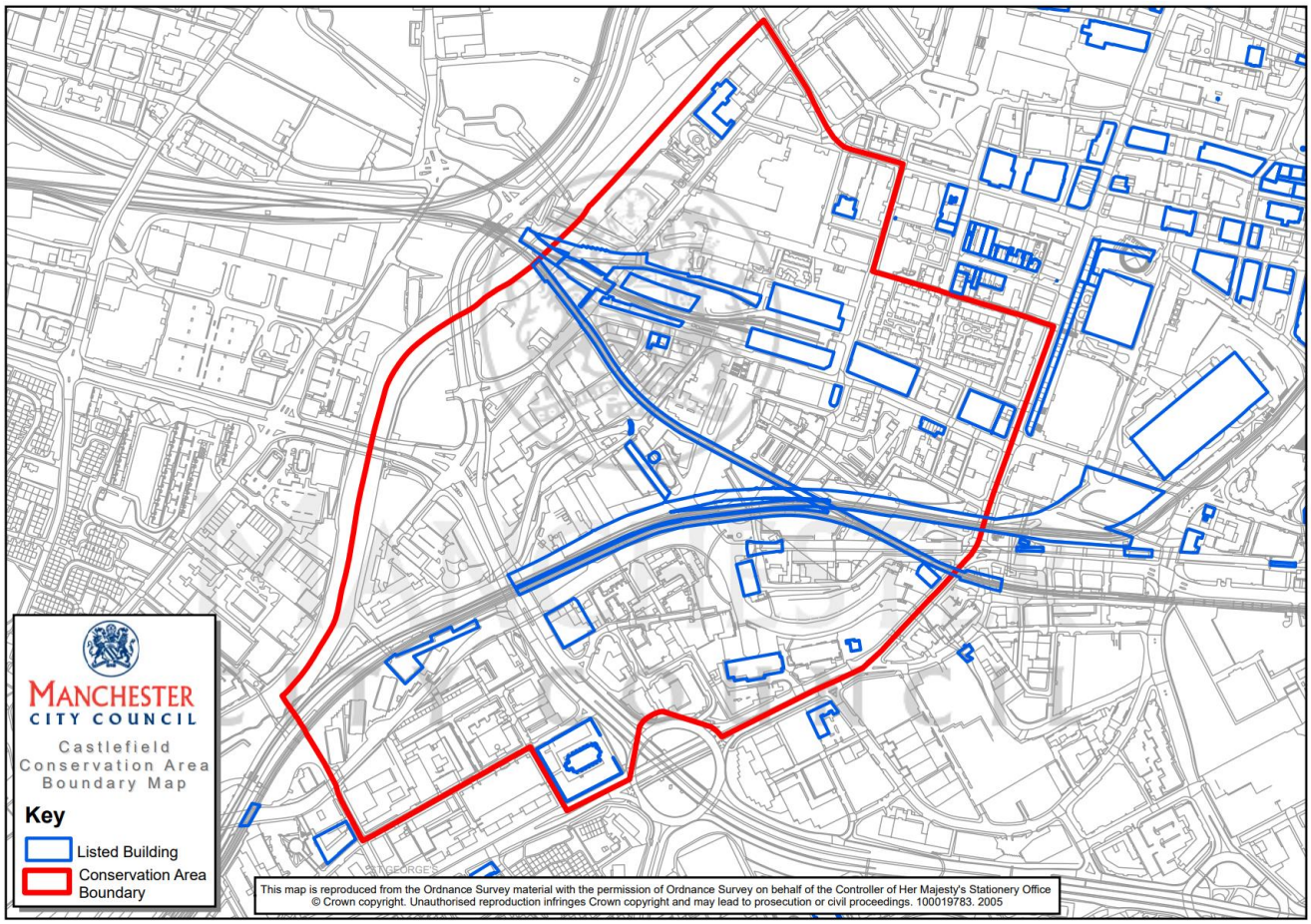


Figure 55- Map of Castlefield Conservation Area (Source: Manchester City Council)

Appendix 2- Whitworth Street Conservation Area Map

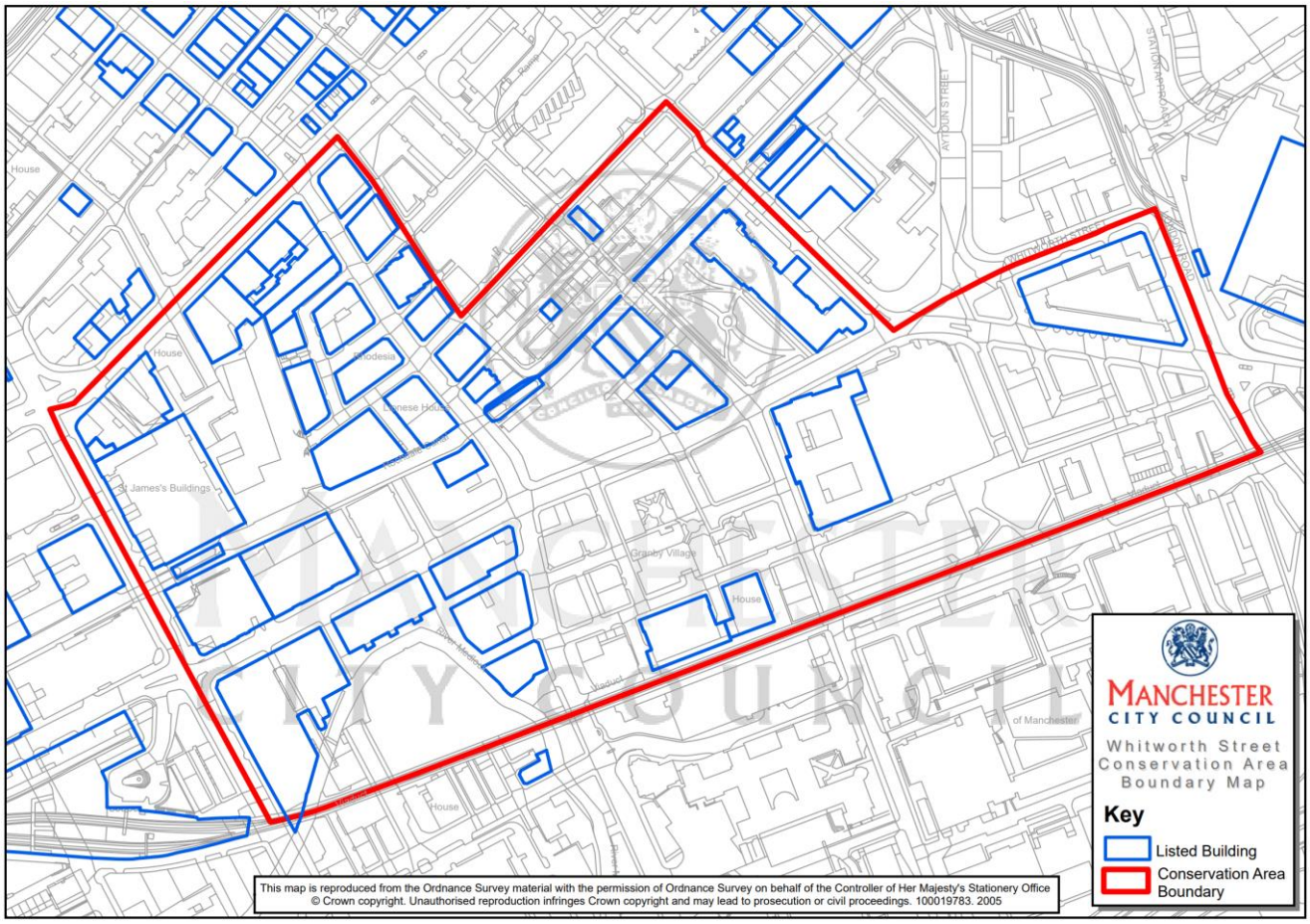


Figure 56- Map of Whitworth Street Conservation Area (Source: Manchester City Council

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